Weather
Fine hot weather today. The maximum temperature yesterday was 92.1 and the minimum 75.5, the figures for the corresponding day last year being 92.0 and 75.7.

THE CHINA PRESS
大陸報

Today's paper consists of 44 pages in three sections

VOL 2447 VOL VIII. Registered at the Chinese P. O. for transmission "with special marks privileges in China" 未年七月二十九日 SHANGHAI, SUNDAY, AUGUST 24, 1919 大正四年 第三種郵便物認可 20 CENTS

COSSACKS PLEDGE FULL SUPPORT TO KOLCHAK FORCES

Omsk Government Given Assurance Of Loyalty By Conference

KOLCHAK IS HEARD

Ruler Tells Delegates He Will Fight Until Foe Is Crushed

POLICY OUTLINED

Reconstruction And Call For General Assembly Aims Set Forth

(Reuter's Pacific Service)

Harbin, August 21.—It is reported from Omsk that the first day of the Cossack Conference was celebrated by a ceremony at the cathedral in the presence of the Ruler, the representatives of the Cabinet and all the delegates, after which the Cossacks presented General Ivanoff Rinoff with the icon and banner of Ataman of all the Siberian Cossacks.

Rise Against Bolshevism

The Chief of the Cossack delegates proceeded to read a note in which the Cossacks declare that in the present difficult days they have unanimously risen against the Bolsheviks to defend the country and are pledged to obey their Ataman, who will fulfil all the Ruler's orders. "We hope our voice will be heard by all Russia and the Allies as an appeal to join in the last battle against the oppressors of mankind."

Admiral Kolchak Speaks

In reply the Ruler, Admiral Kolchak, after greeting the Assembly in the name of the country, expressed profound gratitude to the Cossacks for their act of patriotism. He reminded his audience that this was not the first time in history when the Cossacks in days of woe came to the rescue of Russia. Finally the Ruler declared that he would not lay down his arms and would remain at the head of the army until Bolshevism is finally crushed and he knew that the Cossacks would remain with him till the end, when, together, they would celebrate their victory.

The Ruler's words were received with loud cheers and he was greeted with the utmost enthusiasm.

Policy Is Outlined

The Cossack delegate made a declaration in which he stated that the latter will support the government and the political program of Admiral Kolchak, including the reconstruction of Russia, the destruction of Bolshevism and the summoning of a Constituent Assembly. The Cossack's call for unanimous efforts at the front as well as at the rear and hope democratic Russia will join with equal rights the family of the world's nations together with her faithful Allies. Further the Cossacks express deep gratitude to their brothers the Czecho-Slovaks, in memory and honor of whom they have decided to call one of the Cossack regiments by the name of Jan Guss.

SETTLEMENT IS REACHED IN BRITISH RAIL STRIKE

Workers' Executive Recommends Acceptance Of Amended Offer Of Government

(Reuter's Service)

London, August 20.—A settlement has been reached in the railwaymen's demands. The Government has made an amended offer giving a maximum wage of 15 shillings daily to drivers and 11 shillings to firemen, including war bonuses.

The railwaymen's executive will recommend acceptance.

Viscount Grey Sails For U.S. In September

(Reuter's Service)

London, August 20.—Viscount Grey sails for America about September 10.

Find Body Of Mr. F.E. Weiss In Country At Yangtszepoo; Believed Murder Victim

Canadian Pacific Agent Missing Since Wednesday Found In Lonely Spot With Bullet In Skull And Throat Cut

Missing since last Wednesday evening, the body of Mr. Frederick Eugene Weiss, General Agent of the Canadian Pacific Ocean Services passenger department, was found shortly before midnight Friday in a lonely spot off Pingliang Road, Yangtszepoo. An autopsy performed yesterday discovered a bullet lodged behind and above the right ear. A wound of entrance was found two inches to the rear of the lobe of the left ear. His throat was slashed by a razor which severed the external jugular vein, making a superficial wound that extended from the angle of the jaw on the left half way across the throat. A razor was found ten feet from the body. Physicians state that the bullet fractured the skull and caused his death. Police and United States consular authorities believe that Mr. Weiss was murdered Wednesday night. Arrests are possible today.

As a climax to the tragedy of the death is the fact that Mr. Weiss' aged mother and his sister are arriving this morning on the Empress of Russia, which reached Woosung last night. Mr. Weiss, who had not seen his mother since he came out to China three years ago, had sent for his mother and sister. They arrived in Japan last month and remained there during the hot period. He had taken a house in which to entertain them and had just completed preparations for receiving them before his death.

Inquest Is Adjourned

An inquest was started in the United States Court yesterday morning with United States Marshal Nelson E. Lurton sitting as coroner and was adjourned late yesterday afternoon after Dr. Julian Petit and Dr. H. Lyons Hunt had testified that the bullet had been found. The post-mortem examination was demanded by the coroner's jury yesterday morning after evidence pointed to suicide and Dr. Petit had said that a cursory examination made at the scene of the crime an hour after the body, was discovered found a cut in the throat that extended nearly from ear to ear. The autopsy was performed during the recess. Both physicians stated after the autopsy that the slash was made with a downward motion and testified that in the majority of suicide cases the throat is cut straight across.

They discounted the theory that Mr. Weiss had taken his own life by shooting as the bullet, after going through the base of the brain, lodged in the skull, pushing a portion of the skin against the bone. Had the bullet been fired at close range it should have gone through the skull, they testified. No pistol has been found.

Finger Prints On Razor

The bullet was either a 22 or 25 caliber, steel jacketed and was evidently fired from a small automatic pistol. It made a jagged wound. The bullet is now in the hands of the police. Finger prints were taken from the razor.

The body was found lying face downward on the side of a grave mound which is nearly in the center of the open country bounded by Ward, Ningkao and Pingliang Roads, over a quarter of a mile from Pingliang Road and about half a mile south of the Hou Sung cotton mill. It lay in the midst of a clump of pampas grass seven feet high, with the head at the foot of the grave mound and the feet extending up the side. The mound is some fifty feet from a pathway that extends along a pond known as Ting Ku Pang.

The mound 15 or 18 feet high obscured any possible view from Pingliang Road and the pampas grass kept the body from being seen by the hundreds of country people who daily pass the spot. There were no evidences of struggle and the grass appeared to be undisturbed.

A report from the tipao of the district known as Pinghang caused an investigation by detectives attached to Yangtszepoo Station after a search for Mr. Weiss had been ordered. The tipao told the police that he saw a body dressed in white and Detective Sergeant Norman White and a Chinese detective were sent to the scene, viewed the body and the former returned to the station to advise Inspector George Johnston who is in charge of the district. The Commissioner of Police, Chief Detective Officer William Armstrong and Dr. Petit were notified and immediately went to the scene, accompanied by Detective Inspector Burnside and Detective Sergeants White and Bridger.

Body Is Identified

As Commissioner McEuen was riding at high speed along Nanking

(Continued on Page 4)

Paris Is Concerned Over Fate Of Aerobus

Hopes Held Goliath Has Been Forced To Land In Interior Of Africa

(Reuter's Service)

Paris, August 21.—Genuine anxiety concerning the fate of the Farman aerobus Goliath is felt in official circles in Paris. Nothing has been heard from the aircraft since the 16th. Hopes are still entertained among optimists that the persons on board have landed in the interior of Africa, but are unable to send communications.

HONGKONG CONSIDERING EXCLUSION OF ALIENS

Bill That May Be Aimed At Subjects Of Central Powers To Be Introduced

(Reuter's Pacific Service)

Hongkong, August 23.—The following question was asked by Mr. C. G. Alabaster: "Will the Government consider the introduction of legislation to strengthen its powers for the exclusion of undesirable aliens so that the Colony may not become a rendezvous for the subjects of the Central Powers or a center of alien activity, intrigue and propaganda?"

The Government announced that it was corresponding with the Secretary of State for the Colonies on the matter and introducing a Bill in the Legislative Council forthwith.

British Charge Wires He Is Still In Mexico

Seemingly Carranza Does Not Mean To Enforce Order For Official To Leave

(Reuter's Service)

London, August 20.—Mr. H. A. C. Cummins, the British Charge d'Affaires in Mexico, cabled on the 17th that he still remains in Mexico City. Apparently President Carranza does not intend to enforce his order to leave.

COMMANDERS CRITICISED IN DARDANELLES REPORT

Commission Finds Difficulties Of Operations Greatly Underestimated

(Reuter's Service)

London, August 20.—A Times forecast says the Dardanelles Commission final report finds that insufficient consideration was given to insure safety at the original landing, and the difficulty was greatly underestimated. The Commission strongly criticises the attacks at Anzac and Suvla, largely attributing the failure to faulty leading and censuring several commanders, particularly at Suvla. The Commission unhesitatingly agree with the decision for evacuation but state that the decision was unduly delayed and express the opinion that General Sir Charles Monro's view, confirmed by Lord Kitchener's, ought to have been decisive. The Commission adversely criticises the breakdown of the water supply arrangements and the evacuation of the wounded.

-:- Coming Ashore -:-

—Harding in Brooklyn Eagle.

OCCUPATION OF ODESSA BY DENIKIN EXPECTED

Reports Are That He Has Cut Bolshevists' Communications With City

(Reuter's Service)

London, August 2.—Official.—General Denikin, by occupying the railway junction at Cherkasi on the Dnieper, has cut off the last remaining Bolshevik line of communication with Odessa, which General Denikin is expected to occupy soon.

London, August 20.—A Bolshevik wireless message reports: "The enemy has occupied Kherson and Nikolaieff."

Paris, August 20.—Advices from Zurich state that the Rumanians are preparing to take the offensive beyond the Dniester with the object of joining up with General Denikin's left wing.

London, August 21.—It is learned semi-officially that an agreement has been reached at Bucharest between an Ukrainian Mission despatched by General Petlura and the Rumanian Government whereby the latter accord the former free passage for munitions and supplies.

The contracting parties undertake not to take up arms against each other. Rumania agrees to interpret the Ukrainian wishes at the Peace Conference.

This agreement will largely strengthen the struggle of the Ukraine against the Bolshevists.

SECRETARY DANIELS' SHIP ENCOUNTERS HIGH SEAS

Rough Weather Keeps Party Enroute To Honolulu To Cabins

(Reuter's Pacific Service)

Wireless from San Francisco, August 19.—A message from the U.S.S. New York, dated August 13, says that rough seas were keeping Secretary of the Navy Daniels and party to their cabins. The seas subsided in the afternoon and Mr. and Mrs. Daniels watched from the bridge the convoy of destroyers as they pitched in the still rough waters astern. On the New York many "rookies" were getting their first taste of rough sea life and missing their meals. The message ended by saying that the sea was then choppy, and the weather fair. "We are seventy-five miles off San Pedro at eight o'clock this evening."

Storm At Hongkong Delays Shipping And Causes Loss Of Life

Many Sampans And Junks Are Wrecked In Gale That Reaches Typhoon Proportions

(Reuter's Pacific Service)

Hongkong, August 23.—A severe gale which broke on Thursday evening and lasted for the best part of yesterday was responsible for the wrecking of numerous junks and sampans and the loss of many lives.

Between 7 and 8 o'clock on Thursday evening a sudden gale sprang up which almost reached the force of a typhoon on Friday forenoon. A large number of junks, lighters and sampans which had not time to reach shelter were dashed against the walls of the Praya and reduced to match-wood while others foundered in mid-stream. In some cases the crews managed to scramble to terra firma and others were saved by the police but many were washed overboard and drowned.

One large junk which had just arrived from Shanghai with a cargo of oil caught fire on Thursday night and drifted out to sea, a total loss, three of the crew being drowned. One police-launch and a motor-boat were wrecked but the occupants were saved.

The sailors of the U. S. cruiser Albany on shore leave were unable to return to their ship as the pinnace service had to be discontinued owing to the strong wind and high seas. All ocean going steamers took shelter in time but their departures were delayed. Business was disorganised as the residents of Kowloon were weather-bound through the suspension of the ferry service.

Vessels Delivered By U.S. Ship Board

Total Production In America Up To August 10 Given At 1,227 Boats

(American Press Wireless)

Washington, August 14. (Wireless from San Francisco).—The Shipping Board has announced the delivery to it of thirty vessels in the week ending August 9, thus giving a total production since the war of 1,227 vessels of a gross tonnage of 6,542,278.

SENATORS WILL CONFER WITH WILSON ON TREATY

Discussion To Be Resumed At White House; Experts On Far East Called

(Reuter's Pacific Service)

Wireless from San Francisco, August 19.—The Secretary of State and the Foreign Relations Committee of the Senate have decided to visit President Wilson at the White House to discuss the Peace Treaty. The Committee has also decided to call before it Dr. Edward Williams, formerly Chief of the Division of Far Eastern Affairs in the State Department, Messrs. S. K. Hornbeck and William C. Bullitt, who have been advisers to the American Delegation at the Peace Conference, and Mr. Thomas F. Millard and Dr. J. C. Ferguson, who are regarded as authorities on Chinese and Japanese affairs.

EDISON ELECTRIC PLANT IS DAMAGED BY FIRE

Effective Efforts Of Firemen Keep Blaze Confined To One Godown

Effective work by the Shanghai fire department last night confined a threatening blaze at the plant of the General Electric Edison Corporation of China to the godown in which it originated and when the fire spread to stores piled nearby, held it so that two other godowns less than 100 feet away and containing over Taels 500,000 worth of material were saved. The damage done was about Taels 500.

As the blaze was located on the side of the creek over 400 yards from Robison Road, firemen were hampered because of the necessity of laying long lines of hose and the subsequent lack of pressure.

The fire had a tremendous start and the godown, which was under construction, with its bamboo sides, burned rapidly. A center wall helped the firemen confine the blaze to the east section.

The alarm was sounded at 10:10 o'clock and two divisions, Sinza and Central, responded.

Another False Alarm

The second false alarm in as many days brought the Central Division to Foochow and Kwangse Roads yesterday afternoon. A call on Friday afternoon caused a needless run to Foochow and Shansi Roads.

ALLIES SEEK AID OF NEUTRALS TO BLOCKADE RUSSIA

Germany Also To Be Asked To Co-operate Against Bolshevists

POSITION OF U.S.

Council Hampered Because America Cannot Join Action Against Reds

UNREST IN SILESIA

Striking Miners Reported To Have Seized Towns; Troops May Be Sent

(Reuter's Service)

Paris, August 20.—The Supreme Council has decided to invite neutrals to inform it how they are able to co-operate towards the economic isolation of Bolshevist Russia and also to summon Germany to accept the restrictions on German trade with Russia which neutrals may be induced to impose on themselves.

The power of action of the Supreme Council is limited because the United States does not recognise the state of war between the Entente and Russia and refuses to join in the blockade or to render help against the Bolshevists.

The Supreme Council has received reports showing that the situation in Upper Silesia is very grave, the miners in many parts being in a state of armed insurrection against the German authorities. The strikers have siezed the towns of Kallowitz, Preas and Jeolin. The French military representative in Silesia suggests that troops under a French general should be despatched and the Polish Government concur.

The latest news from Berlin claims that the situation is improving and work is being resumed in parts.

FRANCE MAY USE RIVERS TO GET ELECTRIC POWER

Estimated Rhone Alone Could Provide Annual Saving Of 20,000,000 Tons Of Coal

(Reuter's Service)

Paris, August 21.—The Under Secretary for Public Works proposes that France should use her great river system, especially the Rhone and the more rapid flowing streams of the South as huge store houses for electric power. The Rhone alone could provide an annual saving of twenty million tons of coal.

The question of using Austrian labor in the liberated districts of France is now settled and the delegates of the Austrian labor unions, having completed their negotiations, have left for Vienna.

HARBIN RAIL STRIKE IS NOT YET SETTLED

Many Workers Are Still Out And Conditions Are Far From Normal

(Reuter's Pacific Service)

Harbin, August 21.—Many workmen have returned to work at the railway workshops but many are still out and consequently work is still far from normal.

Doubtless the unexpected departure of Colonel Vrashtel's regiment made the Bolshevik workmen bolder. It appears that the strikers' committee has not left Harbin and is continuing to influence the workmen in favor of carrying on the strike. The whereabouts of the Committee are unknown, despite the efforts of the administration to find them.

SUIT OF CHINESE PAPER IS ORDERED DISMISSED

Mixed Court Drops Libel Action Filed By One Publication Against Another

A summons issued in the Mixed Court on the instance of the National Herald for alleged libel against Mr. Me Kwang-be, an American born Chinese alleged to be editor of the Shanghai Morning Post, was dismissed yesterday. The decision was handed down on the ground that the defendant was not under the jurisdiction of the Mixed Court. The Court ordered the issuance of a warrant for one Hoio Yoong-ming, alleged to be managing editor of the defendant paper, which is located in Rue de Consulat. The plaintiff paper is registered with the Japanese Consulate.

The action was the result of a tilt between the two papers over the question of overseas Chinese taking out naturalisation papers in foreign countries. The Post, which openly declares to be an organ of the overseas Chinese, sought to defend certain Chinese overseas who have been adversely criticised by the Herald.

Feeling ran high when the Post published about ten days ago a comment on the question of Chinese papers registering in foreign consulates in Shanghai, and compared the similarity of overseas Chinese nationalising in other countries with such action. Furthermore, it characterised the Herald as the "survivor of the Monarchial Traitors," and accused the publication of having received a subsidy from an "enemy country." It is upon this comment that the charges are based, it is learned.

Tomorrow's Band Program

The following program will be played by the Band in the Public Garden today, weather permitting, beginning at 5:30 p.m.:

1. March—Happy days in Dixie .... Mills.
2. Overture—Comique ..Keler-Bela.
3. Waltz—Sphinx ..... Povy
4. Selection—La Poupee .... Bayer.
5. (a) Waltz—Revel of the Roses .. Rolfe.
   (b) One Step—Somewwhere in Ireland ..... Ball.
6. Selection—The Duchess of Dantzic ..... Caryll.

A. de KRUGER,
Conductor-in-Charge.

French Band Plays Today

A performance by the French Municipal Band will be given today, weather permitting, at the Koukasa Public Garden, at 6 p.m., program as follows:

1. Le Jouvenceau—Marche Gaudefroi
2. Jeunesse doree—Valse ... Herve
3. La Graquette—Danse ... Clerice
4. Le Toreador—Fantaisie Monckton
5. Love in idleness..Serenade Macbeth
6. El Goreo—Polka ..... Corbin
7. La Toscana—Valse ... Bugalosi
8. La Mattchiche—Two Step Borel Clerck

J. F. HEYMANS,
Le Chef de Musique.

Bostock's Circus Popular

With two headliners, the Cliquet family of acrobats, and Maximo on the slack wire, and a change of program that gives all the performers opportunity to be seen in different acts, Bostock's Circus continues to draw crowds to Chang Su Ho Gardens.

The trained animals, with their varied numbers, still prove popular.

The Cliquet family appeared for the first time on Wednesday night and their versatility and ability have added a delightful feature to the show.

Bookings for performances may be made in advance at Moutrie's. Reservations have been consistently heavy.

Empress Of Russia Brings Heavy Mail

C. P. O. S. Liner Arrives Today With 901 Bags For Shanghai; Has 192 Passengers

Bringing 901 sacks of mail and 192 passengers for Shanghai and a valuable shipment of treasure including 800 bars of silver and a large quantity of gold bullion, the Empress of Russia of the Canadian Pacific Ocean Services arrived at Woosung last night shortly after ten o'clock. The tender, with passengers and mails, will arrive at the Customs Jetty between 9:30 and ten o'clock this morning. The liner has 2,200 tons of cargo for this port.

The Empress is to sail for Manila and Hongkong tonight with a complete list including 153 through passengers. The tender leaves the Customs Jetty this afternoon at five o'clock.

Asiatic Society Journal

The North China Branch of the Royal Asiatic Society has issued the fiftieth volume of its Journal, that interesting repository of China material. The journal this year is edited by the Rev. Evan Morgan. Although the articles run a little more to the technical side than usual, there is still an excellent compendium of sinica for those who are interested in more than the artificial aspects of their life in China.

Mr. Charles Kliene's paper on "The Land of Peach Bloom," which was heard by many when he read it before the society some months ago, is included in the volume, as it deserves to be. There is also an article by Dr. Charles Keyser Edmunds on "Thirty Thousand Miles in China," a discursive essay on journeyings in China and means of transportation, with a conjecture into the future. Dr. John C. Ferguson writes on recent books by a famous Chinese scholar, Lo Chen-yu, an unreconstructed native of Chekiang now living in Japan and refusing to recognise the abdication of the Manchus. Judge Lobengier's paper on "The Early Malays and Their Neighbors" also is printed. In addition there are numerous articles on zoological, botanical and other scientific subjects, as well as the regular departmental features.

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The Trans-Pacific

The Trans-Pacific, the new Far Eastern monthly magazine, advance notice of which was given months ago, has finally made its appearance. The Trans-Pacific is, as it announces, a financial and economic magazine of economic service. It is published in Tokio, the editor and proprietor being Mr. B. W. Fleisher, publisher of the Japan Advertiser.

The first number of the Trans-Pacific is an ambitious undertaking. It is larger than the ordinary magazine, well turned out, numbers over 100 pages, is well illustrated and has sections printed in Japanese and Chinese. The first issue deals, with a wide range of problems pertinent to the Far East and includes also a large financial and commercial supplement, with trade tables, reviews, digests and statistics.

The articles cover China, Japan, the Philippines and Siberia. On China there is an article by Mr. Putnam Weale on "Limitless Opportunities in China," which covers the great industrial vista opening up before this country. There is also an article by Mr. T. R. Jernigan of Shanghai on "Extraterritoriality and Its Application to Business in China," in which Mr. Jernigan does some plain speaking to the Chinese, although in a friendly note. Mr. J. E. Baker, adviser to the government of China and an American railway expert of note, writes on "Promise of Railroad Construction in China." Mr. Julean Arnold, American Commercial Attache in China, has a brisk article on the need of spreading in America a wider knowledge of the Far East generally.

Japan's financial situation, its electrical industry and its foreign trade are the subjects of additional articles. In addition there are discussions of Philippine and Siberian questions.

The Trans-Pacific starts with much promise. If it maintains its present level it will be of great service to Far Eastern countries.

News Brevities

During the temporary absence of Mr. V. Grosse, Russian Consul-General, Vice-Consul N. A. Ivanow will be in charge of the Russian Consulate-General.

* * *

The Harbor Master announces that the declaration of infection against the port of Swatow has been withdrawn and the medical inspection of vessels therefrom has been discontinued.

* * *

The Shanghai office of the Sumitomo Bank, Ld., will be removed tomorrow to the institution's new building at 3 Kiukiang Road.

* * *

Messrs. H. S. Honigsberg and Co., Inc., have just received on the Methven the largest shipment of motor cars that has ever arrived in Shanghai. No less than 68 cars have been landed, comprising the latest models of the makes for which Messrs. Honigsberg are sole agents.

* * *

Mr. O. E. Ralston, who came out from America from the Chandler Manufacturing Company, to organise the Service Department of The Shanghai Garage Company, Limited, operating the Star and Eastern Garages, is returning to America Tuesday on the Nanking. Mr. Ralston during his brief stay in Shanghai, has made many friends by his efficient services rendered during his stay with The Shanghai Garage Company. Mr. Ralston has been recalled by The Chandler Motor Corporation, with which firm he is under contract. A farewell dinner will be given by the manager of the Shanghai Garage Company, Mr. Friedman, this evening, in honor of Mr. Ralston, when all the members of the staff will be present to express their good wishes and a pleasant journey to Mr. Ralston.

* * *

Reduction of sentence to 18 months' imprisonment was ordered by Japanese Assessor, Hayashide and Magistrate Tsang in the Mixed Court yesterday in the case of Lee Vong-dzu, former foreman for the Nau Yui Wata Kaisha charged with intimidation of workmen during the recent anti-Japanese demonstrations. The original sentence was three years. Mr. S. Fessenden and Mr. R. S. Haskell represented the defendant.

* * *

A brothel keeper charged with trafficking in women and with cruelly ilitreating a 16-year-old girl was fined $200, with the alternative of three months' imprisonment, by the Mixed Court yesterday. The girl had some thirty bruises to substantiate her story of illtreatment and said that the accused had beaten her with sticks of firewood.

* * *

A houseboy was sentenced to six months' imprisonment by the Mixed Court yesterday for theft of clothing belonging to Mr. Jensen.

* * *

A Chinese shopkeeper who appeared in the Mixed Court yesterday was ordered to pay a fine of $100 or go to jail for three months for running an opium smoking den in Muirhead Road.

* * *

On account of the indisposition of Mr. Yang Tcheng, local Commissioner of Foreign Affairs, his trip to Peking has been postponed.

DEATH NOTICE

DIED—At Shanghai, Frederick Eugene Weiss, 31 years old, of Detroit, Michigan; General Agent Canadian Pacific Ocean Services. The funeral services will be held at Bubbling Well Cemetery today, the 24th August, 1919, at 5 p.m. All friends are invited to attend.

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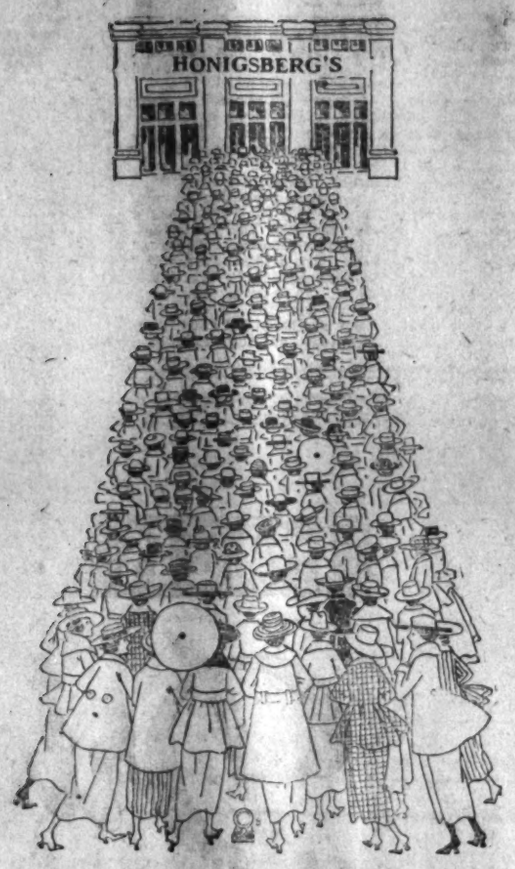

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EXCLUSIVE AGENTS

EPIDEMIC IS AT HEIGHT IN NORTHERN PROVINCES

Disease Is Said To Have Been Carried By Railways North And East Of Peking

(From Our Own Correspondent)

Peking, August 20.—The cholera epidemic is taking its course in North China, but there are signs of relief in sight. It is apparently running up the coast, starting in Foochow, then running in Shanghai, up to Shantung province and South Manchuria. Nanking and Peking both appear to have escaped the epidemic, only isolated cases having appeared in either of these cities. The railways, on the other hand, connecting Peking with the north and the east have carried the disease along their lines, concentrating with especial severity at a few points. Reports indicate that the epidemic is now under control in Shanghai, is waning in Tientsin, while in Shantung and at Mukden it is at its height. During the last epidemic of the disease in 1912, its course was similar over the parts of the country, but it was much more severe. Precautions of a systematic kind are being taken everywhere. In Peking the doctors of the foreign legations have held special conferences but find no reason for special apprehension in this locality. Several have taken their vacations as usual. The government meanwhile has undertaken active measures of control under the charge of Dr. Yeh of the Ministry of the Interior. Dr. Wu Lien-teh has been sent up to Manchuria to take charge of preventive measures.

The three cases among American soldiers at Tientsin are the only foreign cases in North China. At the Rockefeller hospitals at Peking not a single case has been met. Dr. Dunlap, temporarily in charge of this hospital, points out that most of the cases appearing in towns near Peking have been proved to be choleraic diarrhoea, while not a single Asiatic cholera organism of the virulent variety has been isolated in any case during the present epidemic.

Disease Virulent In Shantung

Tsinan, Shantung, August 21.—The cholera scourge which was discovered here only a few days ago has suddenly leaped to alarming proportions. The last few days have seen numbers of people suddenly succumb, and the total of casualties to date has reached the 200 mark. The fact that the variety of cholera which has appeared here in North China is of exceptional virulence has caused some uneasiness. Deaths occur after only a few hours. Many of the cases never reach the hospital and naturally do not come to the attention of the authorities.

The local police have taken the situation promptly in hand, and are co-operating with the Tientsin-Pukow Railway authorities. No watermelon or such fresh fruit is permitted to be sold on the street. A sudden clean up of all the streets throughout the city was ordered, and carried out promptly yesterday. The staff of the Shantung University hospital have been working overtime, and have opened a special isolation ward to handle the situation.

China Political Notes From Chinese Press

Both the Tuchun and Civil Governor of Shantung and the Chinese students in Japan have asked for the severe punishment of General Ma Liang, Military Commissioner of Tsinanfu, for his shooting of three innocent Mohammedans.

The Peking administration has approved the proposal of Norway to exchange diplomatic agents.

A joint conference between the members of the Ministries of Agriculture and Commerce and of Foreign Affairs is being held to discuss the disposal of the Chin Chin Coal Mine after the conclusion of peace with Germany.

The Cabinet has decided to decorate the Living Buddha as well as the Mongolian princes for their loyalty to the Central Government. A Presidential Mandate to this effect will be issued shortly.

The Senate has decided to dissolve the Overseas Labor Bureau and hand over the work to the Ministry of Foreign Affairs.

Weiss Is Believed To Be Murder Victim

(Continued from Page 1)

Road on his way to Yangtszepoo, his automobile was seen by Messrs. A. H. Tessier, D. F. MacMinn of the Canadian Pacific Ocean Services, Mr. Chester B. Weiss, brother of the murdered man, and Mr. Fred Elias. The latter were riding West on Nanking Road after having made the rounds of the police stations. They turned and followed Commissioner McEuen's car to Yangtszepoo. Mr. Tessier identified the body. A pocket cigarette case found in a coat pocket and a cameo ring were recognised as belonging to Mr. Weiss. These were also identified yesterday morning at the inquest by Mr. C. B. Weiss and the houseboy.

A bunch of keys and an alligator wallet containing identification papers are missing. The key ring also carried an identification tag.

Autopsy Is Performed

At four o'clock yesterday morning the body was removed to the Public Mortuary on Fearon Road where it was viewed by the coroner's jury six hours later and where the autopsy was performed yesterday afternoon. A further search of the pockets divulged nothing other than a red pencil.

After the removal of the body, Inspector Johnston posted a guard of Chinese police where it was found and at daylight yesterday, Inspector Johnston and Detective Sergeant White made a search of the locality. The former found a straight razor, half open and stained with blood, about ten feet from where the body was found. A silver dollar was also found but there was no trace of a pistol, Mr. Weiss' keys, wrist watch or wallet, or the razor case.

Hoping to find the missing articles, detectives late yesterday afternoon and last night dragged the pond nearby and cut down all the pampas grass and reeds in the vicinity where the body was found in order that a thorough search might be made. Nothing was found. The water will be drained from the creek today, detectives working on the theory that the pistol used might have been thrown into the water.

The razor did not belong to Mr. Weiss, both his brother and his houseboy testified at the inquest. The dead man had used a straight razor with a bone handle, they said. This was still at his house, 36a Weihaiwei Road.

Inspector Johnston, Sergeant White, the Chinese detective who accompanied them; the tipao of the district who found the body, Mr. Chester B. Weiss and Mr. Harold Wavell followed Dr. Petit on the stand yesterday morning at the inquest. Their testimony came after the jury had requested the coroner to order an autopsy of the skull. The medical testimony and the facts recited by the detectives pointed to suicide but the post-mortem examination and the discovery of the bullet caused an adjournment of the inquest and started the police searching for the murderer.

Last Seen Wednesday

Mr. Weiss left his home at 36a Weihaiwei Road shortly before eight o'clock Wednesday evening, his brother testified. He was in the best of spirits when he started for the Palace Hotel to keep an appointment with Mr. Harold Wavell of the International Sleeping Car Company.

He wore a white linen suit, white socks and shoes, carried a small nobbed bamboo cane upon which a dragon is carved and went out of the house without a hat. At 8:45 o'clock Mr. Wavell met Mr. Weiss in front of the Canadian Pacific Ocean Services office on the Bund, entered the office where they remained but a few minutes and then went to the Palace Hotel lobby for an important business talk. Forty-five minutes later, they separated, Mr. Weiss taking a ricsha in front of the Nanking Road entrance to the hotel and going West. He told Mr. Wavell that he had an appointment at Siccawei, the latter testified.

Brother Here Month

Mr. Chester B. Weiss of the United States Steel Products Company came from the United States last month to join his brother, he testified. They both had planned for the arrival of their mother and sister, who are on the Empress of Russia which reached Woosung last night. Mrs. Weiss and her daughter came from Vancouver with Mr. C. B. Weiss on the Empress of Asia, leaving the steamer at Yokohama for a month's trip through Japan and boarding the Russia at Kobe a few days ago.

The houseboy was the last witness of the morning session, the inquest adjourning at 1:15 to await the result of the autopsy.

Dr. Petit and Dr. Hunt were the only witnesses at the afternoon session, United States District Attorney Chauncey P. Holcomb asking an adjournment after the surgeons had told the result of their autopsy. The inquest will be resumed at four o'clock tomorrow afternoon.

In asking the adjournment Mr. Holcomb praised the efforts of the police and asked the Coroner's permission to publicly thank Inspector Johnston and his detectives for their untiring efforts.

The jury which is hearing the case with Mr. Lurton is composed of Messrs. A. B. Hykes, T. N. Alexander, W. A. Adams, A. B. Rosenfeld, H. S. Janes and Dr. W. T. Findlay.

Funeral Services To Be Held Today

Funeral services for the late Frederick Eugene Weiss will be held at Bubbling Well Cemetery this afternoon at five o'clock. The Reverend J. R. Hykes will read the service. The body was cremated last evening.

Mr. Weiss was born in Detroit, Michigan, 31 years ago. He was formerly agent at Chicago for the Cleveland, Cincinnati, Chicago and St. Louis Railroad and was later traveling passenger agent for the Louisville and Nashville Railroad, resigning to join the Canadian Pacific Railway.

He came to Shanghai on July 4, 1916, as passenger agent for the Canadian Pacific Ocean Services and was appointed General Agent of the Passenger Department when Mr. G. L. Jackson was transferred to the Manila office last May.

Mr. Weiss is survived by a brother, Chester B. Weiss of the United States Steel Products Company; his mother and a sister.

Obituary

Major General Barnardiston

(Reuter's Service)

London, August 19.—The death is announced of Major-General Nathaniel Barnardiston, C.B., M.V.O., Commander of the British Forces in North China 1914-15.

Situation At Anatolia Reported Disquieting

(Reuter's Service)

Constantinople, August 19.—Notwithstanding the severe measures taken by the Government the situation in Anatolia continues to be disquieting. It is reported that the insurgent forces have entered Ouzak, on the Smyrna-Kara Hissar railway.

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Some Of The Good Effects That Come Out Of War

Major Gen. Wood Tells Of The Silver Lining In The Black Battle Clouds

New York, July 18.—The good that has come out of war was the subject of a talk which Major Gen. Leonard Wood gave to the students of George Washington University in Washington recently. Throughout the world, General Wood said, people thought only of the terrible sufferings that marked the progress of the great war. But, he added, terrible as were those sufferings, the fact remained that much good had come to America and the Allies as a direct result.

"War," said General Wood, "is not all loss. Although we paid heavily, we have learned many things which will be of benefit to us and to mankind for all time. In the war with Spain we largely developed and perfected the control of malaria. We took up and carried through to success the study of the transmission of yellow fever. We learned how to control it, and we made the tropics and fever ridden zones safe against yellow fever for all time.

"In doing this, we made the building of the Panama Canal possible. The Canal was built on a sanitary foundation. This can be said without in any way detracting from the splendid work of our engineers. The French were enterprising, clever, courageous and resourceful, but the death rate from yellow fever and malaria was so tremendous that demoralisation took place in the working forces to such an extent that the work could not be carried on.

"The credit in doing away with yellow fever was principally due to Major Walter Reed and, to a lesser degree, to Doctors Carroll, Lazear and Agramonte, his assistants. Doctor Carlos Finlay of Cuba had done much in the way of preliminary study of the mosquito as a carrier, but he had not arrived at definite conclusions or put the results of his study to practical use. In doing away with yellow fever, we were able to do away with those great periodical quarantines which tied up business throughout the South, costing us hundreds of millions of dollars, sometimes annually, and many thousands of lives.

Smallpox And Typhoid Banished

"Incidentally, in our occupation of tropical possessions, we instituted thorough and careful vaccination, thereby doing away with the hideous losses among the population from smallpox. We also established sound methods of sanitation, better hospital facilities, better methods of caring for the sick and infirm. The policies carried out in the West Indies were followed up in the Philippines. The terror of malaria was done away with. Tens of thousands of lives were saved; most of these results coming from sanitary precautions necessary to safeguard the military population.

"When disturbances began to occur along the Mexican border it was found necessary to protect our troops, to make anti-typhoid vaccination obligatory. Here, again, was a by-product if not of war, of a military situation which made it necessary to do thorough and radical work in the line of preventive medicine. The result has been that for a number of years there was not a death from typhoid in the army, and typhoid was demonstrated to be a controllable disease.

"During the great war from which we are just emerging preventive medicine has made wonderful advances. Wherever typhoid prophylaxis has been carefully and systematically carried out and proper serum provided typhoid has been absent. Tetanus no longer is a cause of death. So astounding have been the advances of preventive medicine and sound sanitation that vast armies have been maintained in excellent health under conditions which in former years would have soon rendered them ineffective and given a death rate which would have been appalling. Never before were such great armies assembled and maintained with so low a disability rate, under conditions of the most trying kind.

"Another by-product has been the wise reaction against the excessive use of alcohol and a better understanding of just what its true value is. Another valuable by-product has been the building up of thrift habits among our people and the demonstration of the possibilities in the way of saving, for prior to the war we were wasting enough to live on.

Revealed Nation's Weaknesses

"One great by-product has been the division of our people into two groups, one very large and the other exceedingly small. The large one was made up of those working to help win the war. This amounted to virtually all our people. The other represented an element which we can dispense with.

"Another useful by-product of the war is a better knowledge of our people as to the real resources of the country for war. They know now what a great industrial nation can do in case of attack and how long it will take her to prepare. Our people have learned that those engaged in the manufacture of implements of agriculture and the machines of industry are not necessarily qualified to turn out high-speed airplanes or modern machines of war without training.

"A valuable lesson has been furnished by the great training camps, which brought forcibly to the attention of the people the heavy percentage of illiteracy, the alarmingly heavy percentage of physical disability unfitting men for hard military service, the large amount of vice diseases in certain racial groups, and the great amount of physical disability, deformity, and physical shortcomings, which generally could have been corrected by proper physical training in school.

"The war has also brought to our attention the need of having but one language in the schools below the high schools. If we wish to have real national solidarity our people should read, think, and speak the language of the best democracy, which is the language of the Declaration of Independence, of the Constitution, of Washington, Jefferson, Lincoln, Cleveland, and Roosevelt.

"Assembling all the men in the great training camps also resulted in another very fine by-product of the war; that is, a better understanding of each other. The different elements of our population, men from different sections, the nativeborn and the newcomer, rich and poor, capital and labor, and the different racial groups—all have been thrown together in the training camps. They have learned to know and appreciate each other.

Made Men Better Citizens

"This life has also resulted in the training of vast numbers of men in sanitation, personal and general; it has given them habits of neatness, promptness, thoroughness, and respect for law and order, for constituted authorities, and for the rights of others. It taught some four millions of our men the danger and folly of permitting our country to stand unprepared to assume promptly the responsibility of a great nation whose purpose is to keep peace and insure fair dealing among nations. It brought to millions of men and to millions of women the necessity for organisation and preparation in time of peace. Wooden rifles and improvised rifles will soon be forgotten.

"The women and the youth of the various groups and classes of our population have been thrown together as earnest workers in the great war, to prepare for war and to provide our men with things necessary for their comfort and welfare. They will never stand apart in groups again—at least not as they did before—for each has learned to appreciate the good qualities of the other, and the cheap and shallow distinctions have been largely 'ironed out.'

"The war has given several millions of men an opportunity to cross the sea, and they have come home with a higher appreciation of their own country. They brought with them clear ideas as to the need of better roads. They have gained some familiarity with European customs and manners. They have an altogether broader view of the world and a better understanding of America's responsibilities.

"They will not fall so easily victims of the political fakir. They will be better Americans for their experience overseas, and as the years go by and they digest what they have seen and gone through they will become a more and more dependable element and more and more a force for law and order and for sound government. They have learned to understand that the obligations of a great nation sometimes have to be discharged through the employment of force. They will be found keenly desirous of avoiding resort to war. What they have seen will convince them that the best way to avoid war is to be prepared against it. War exacts a heavy toll, and it is a hard road to learning and progress; but sad as it has been, we can feel that the world has come out of it with substantial gains in many directions.

"The war has been a great melting pot. The flames of war have fused all of these diverse elements of our population into a mass more homogeneous than ever before. Now let us stand together, shoulder to shoulder. There are many problems ahead of us, and we must do our level best to solve them successfully."

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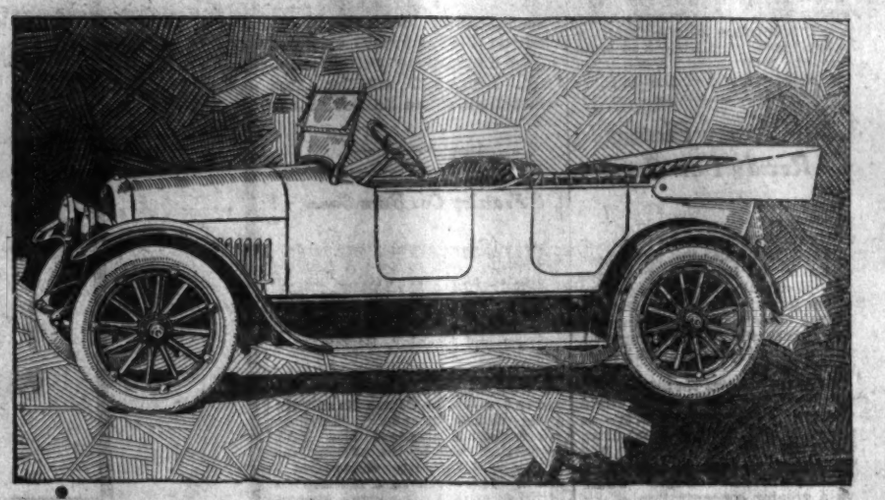

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DESCRIBES HOW ALLIES DISTRIBUTED FOOD RELIEF

H. L. Gutterson, Back From Trieste, Says 90,000 Tons A Month Passed Up Adriatic

KEPT ALL SUPPLIES MOVING

Required Countries Receiving Foods To Aid In Handling And Rationing

New York, July 6.—Herbert L. Gutterson, of the Allied Food Commission in Trieste, who has just returned to New York, told yesterday in detail how the American Relief Administration, through the constant supply of American food which has poured into Central Europe, and built up bit by bit a great wall against the spread of Bolshevism with its attendant horrors. Mr. Gutterson was connected with the Food Administration in Washington during the war, but has recently been traveling through Europe.

"Trieste was the headquarters for the Central European section of the American Relief Administration and an Allied Food Commission," said Mr. Gutterson. "Food supplies for Czecho-Slovakia, Hungary, Servia, and the Jugo-Slav territories, including the Dalmatian coast, were supervised through these organisations from Trieste. As shiploads of flour, grain or fats passed up the Adriatic to fill a monthly program of not less than 90,000 tons they were deflected to Trieste, Fiume, or a port on the Dalmatian coast for transport to the interior.

"It is difficult to give any adequate idea of the existing conditions under which the American Relief Administration carried on its work. These countries had been thrown into economic chaos and a mental reaction from prolonged strain and suffering which it is difficult for the clearest imagination even to appreciate without having witnessed their efforts. Transportation was pretty much at a standstill. Raw products to start manufactures were unavailable. Farming implements were gone and thousands of harrows were drawn by human shoulders. Apart from the material want which the war had left these people, they had become so mentally stunned by their surroundings that initiative seemed stagnant.

"Much can be said of the physical condition of the people in the different countries. Anxiety, lack of nourishing food and clothing for months and even years left their mark. In Rumania in the cold days of early March thousands in the cities were without shoes or even sandals as a substitute. The feet were usually wrapped in some kind of rags. Straw was popular as a warm covering.

"It was important, in face of the mental condition of many States in Central Europe and the dormancy of international commercial relations, to make these people help themselves. Therefore, from the outset the Director General insisted that so far as possible each country receive, handle, and distribute the food supplied. Each was made responsible for its rationing policy and fair distribution. In regard to the latter, a further policy was insisted upon whereby if supplies of food lay in the interior, untransportable for consumption to needy areas among its own people, it must be carried to the relief of neighboring nations. This increased the total supply and again stimulated commercial relations, one of the salvations of peace.

"Another feature of the feeding of Central Europe is too important to overlook, for it insured the steady retail movement of food which was absolutely essential. It secured for an important European center like Vienna, for instance, a sustaining supply for the nation and its increase and without doubt has prevented the outbreak of Bolshevism or murderous revolution bred of hunger in that crucial city. Mr. Hoover, through the Supreme War Council, brought about for the Allied food relief a priority control of the rolling stock and motive power of the railroads of Central Europe for the purposes of food transportation. Under these circumstances a practical plan was initiated among the Italians, Czechs, Austrians, Hungarians, Rumanians, and Servians which secured a voluntary co-operation and produced extraordinary results. The story of the effect of this type of organisation on the vital coal supply is a novel in itself.

"Trieste has been only one of the centers for the activities of the American Relief Administration in Europe, but is, perhaps, unique in that, through its port, so many nations were aided."

PEKING'S PEACE PLANS ANNOUNCED IN TELEGRAM

No Changes Are To Be Made In Personnel Of Delegation; To Meet In Shanghai

(*From Our Own Correspondent*)

Peking, August 20.—In reply to various rumors about the coming internal peace conference under the new Northern chief the Government yesterday issued a circular telegram. The three statements made in this telegram are as follows: (1) that no change will be made in the personnel of the Northern delegation; (2) that the conference will be held at Shanghai as before; (3) that the appointment of Mr. Wang Yi-tang as the chief delegate has no partisan significance.

Although no change is intended in the personnel of the delegation the government may be forced to nominate a substitute for Mr. Hsu Fu-shu, who persists in his decision to resign. Mr. Sze Yu, who also presented his resignation, has been persuaded to remain in the delegation.

The rumor that the Conference would be held at Nanking, which apparently was based solely on the known fact that the Tuchun at Nanking was friendly to Mr. Wang, and that this district was the stronghold of his party, is categorically denied, and reasonably so. The government has shown recently a real anxiety to hasten the negotiations, by its terse method of communicating the news, the lack of change in the nominations, and the continual urging of the delegates of both North and South to proceed to Shanghai. Only the super-skeptical need doubt the real intention of the northern government to make peace, now that arrangements are completely made, the compromise with the Anfu heads effected and a workable basis for negotiations privately arranged.

The announcement that Wang Yi-tang's appointment is a non-party one aligns with the statement of your correspondent yesterday. Although Mr. Wang goes to Shanghai in no other possible dress than that of a dyed-in-the-wool Anfu man, his post as chief delegate he holds rather as the representative of a united North. The process of exchanges and compensations conducted by each party as such has been consummated and leaves Mr. Wang free to negotiate with the South on a simple and comprehensible compromise program.

Mr. GregorMacGregor, Noted Cricketer, Dead

(*Reuter's Service*)

London, August 20.—The death is announced of Mr. Gregor MacGregor, B.A., the well-known amateur wicket keeper and rugby international.

Army Newspaper Profit Is $700,000

Paris, June 19.—After sixteen months of constant service under the direction of the Stars and Stripes, the official newspaper of the American Expeditionary Forces, the staff, comprising 145 men and two officers, left Paris this morning on the way home. A small force remains behind to liquidate straggling accounts.

A check for approximately $700,000, it is announced, soon will be on its way to the United States Treasury at Washington, representing the net profit of the publication at the time of its suspension last Friday. This surplus originally was to be turned over to the French war orphans, for whom a fund had been started by the Stars and Stripes, the contributors being individual members and units of the A. E. F., but this was forbidden by a ruling of the Judge Advocate last February.

The war orphan fund, administering up to recently, under the direction of the Stars and Stripes, to the welfare of 3,567 children, will total about $617,000. This was turned over by that paper to General Pershing, who directed that it be devoted to the war orphans.

The Stars and Stripes published its first issue on February 8, 1918. The first number was written in the back room of a little converted shop at Neufchatel, then Field Press Headquarters of the A. E. F.

3,400 Army Planes Ready For Service

Washington, June 27.—Army airplanes in commission or available for immediate service number 3,400, it was officially announced today after an inventory had been made at all air service fields and stations over the country. Several hundred additional planes are in storage with the engines removed, but these could be re-equipped within a week.

The survey shows that should an emergency arise today there would be available for instant duty—as soon as the fliers could be put down at the hangars—a total of 1,240 "battle planes," or enough to form fifty squadrons. These would give a greater concentration of air strength than was used by the American forces in the St. Mihiel drive, and that engagement still is cited as the peak of air offensives.

Backing up the 1,240 battle planes are 862 of the same type in storage, but recently tested and capable of being put in commission within a few hours. In trained personnel there are 1,394 flying officers in the United States today, many of them, however, being on staff duty in Washington or at various departmental headquarters.

"This is not, however, an accurate indication of strength immediately available," an official statement from the War Department says, "due to the fact that while there are sufficient planes and pilots there is not sufficient enlisted personnel to take care of them without transfer from other branches."

ST. JOHN'S FREE SCHOOL CLOSED WITH EXERCISES

Reports Of Work Accomplished By Various Classes Are Presented

The summer term of the St. John's Free School at 844 Hardoon Road was officially closed Friday. Commencement exercises consisted of the chairman's remarks by Dean Z. K. Mo, a short speech by Mr. K. K. Yin and the reports of the successful work of the various classes by Messrs. Y. N. Zi, P. S. Zi and T. Y. Ng. The presentation of the prizes by Mr. Mo and an exhibition of magic concluded the program.

St. John's University was the first college which inaugurated the idea of a free school during the summer. More than 80 students took advantage of the opportunity offered. About four-fifths of the students are tramway employes of the International Settlement.

St. John's will establish three free schools at Zou Ka Doo, in the fall.

Frawley Co. Here Soon

Mr. T. Daniel Frawley will present "Lightnin," said to be the greatest character play ever written, as the opening attraction for the fifth Shanghai season of the Frawley Company. "Lightnin" will be seen on Monday and Tuesday, September 1 and 2.

The character play will be followed on Wednesday and Thursday, September 3 and 4, by Cosmo Hamilton's society drama, "Scandal." "Turn to the Right," a standard New York production, will be the offering for Friday and Saturday, September 5 and 6. There will be a matinee on Saturday with the company appearing in "Scandal."

Mr. Frawley and his company of 16 will arrive here on the China a week from today.

Booking for the first seven performances will be opened at Moutrie's tomorrow. The prices will be one, two and three dollars. Children will be admitted to the matinee at half prices.

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British Opinion Wakens To Importance Of China And The Shantung Issue

Feeling In London As Reported By Correspondent Is That Allies Could Not Help Consenting To Treaty Of 1915

(From Our Own Correspondent)

London, July 8.—If it be true as the philosophers are apt to tell us that no happening however unwelcome is an unqualified evil, one might be tempted to regard recent developments in regard to China with a certain measure of complacency. At all events, much greater interest is being shown now in this country in matters relating to the Far East than has been the case for many years past. This of course is all to the good. There has been for too long a lack of knowledge of Chinese affairs, with a corresponding indifference as to what was happening there. But the truth is beginning to dawn upon people who probably never gave the subject a moment's consideration hitherto, that British interests are most intimately connected with the ordered development of China.

At the risk that before this article reaches you the situation as it exists in reference to China and the peace and other subjects of public importance may be profoundly modified or completely changed, I propose recording some impressions current here among well-informed observers. It should serve a useful purpose if readers on your side are enabled to see the angle from which these questions are regarded in this country.

The Shantung Question

The Shantung question and all that that phrase connotes has been boldly featured in the press. No intelligent newspaper reader can plead that he has not been informed of the essential points at issue. Parenthetically, it may be remarked that real sympathy is generally expressed with China in the unfortunate predicament in which she finds herself as a result of the much-debated treaty with Japan in 1915. But what would you have? A treaty is a treaty; and this instrument having been duly ratified, its provisions are binding. It cannot be expected—and this represents the view generally held—that the Allied Powers in Europe should treat the Treaty made with Japan as "a scrap of paper." Did not Great Britain without hesitation or delay enter into the war to uphold the sanctity of treaties?

The illogical position taken up by China is emphasised by the fact that she feels aggrieved that the Entente Powers have not pressed for the cancellation of the Treaty with Japan, while at the same time she has been giving further concessions to Japan of exactly the same nature year after year since 1915 in return for loans of comparatively small amounts of money.

Signing The Peace

At the time of writing the position is that at the last moment the Chinese delegates to the Peace Conference, acting on instructions, refused to sign the Treaty. But it is hoped that they will in fact eventually affix their signatures. The delegates are not regarded as having withdrawn from the Conference. A report from Reuter's Paris correspondent states that they are now awaiting instructions from Peking; and it is said in Conference circles that should they be disposed to sign later it is still possible for them to do so.

Mr. Anderson, the Chairman of the China Association in London, who was good enough to give me his views on this and other matters, says if China stands out she will be doing an exceedingly foolish thing. He pointed out that while China's refusal to sign would not affect the status of the League of Nations, the refusal would automatically deprive the Chinese of any advantages they would otherwise derive from the League. For fairly obvious reasons it is not desirable to enlarge on this point. But it is important to bear in mind that the League of Nations is designed to play a very powerful part in international relationships in the future, and that when difficulties arise it would be an advantage to China equally with other Powers that questions in dispute have to be submitted to the arbitrament of the League.

The Cable Service

Another matter of great importance to merchants here as well as on your side is the cable service. The China Association in London has entered the strongest possible protest against delays in the transmission of business messages.

Complaints have been lodged with the Government, but so far what has been done in this direction has been without effect. Mr. Anderson says that the China Association pointed out to the Government that as a means of alleviating the congestion of traffic, the use of private codes ought to be allowed as before the war. By this means the number of words in commercial messages would be reduced to about one-fifth of the present total. But the only answer by Government Departments is, "The matter is receiving careful consideration," which is a polite way of saying it has been pigeonholed.

"The Government know they are stopping a good deal of business," Mr. Anderson remarked to me. "But they will do nothing, for the present at any rate. The ordinary person cannot understand what great advantage the Germans, or even Bolsheviki, could gain by using private codes for messages to China. What good could it do them? Apparently, to guard against this being done the Government insist on messages being censored, and are thereby inflicting great damage upon British trade through the delay in the transmission of commercial telegrams."

Liang Chi-chiao In London

Mr. Liang Chi-chiao, formerly Minister of Finance and Minister of Justice, who is visiting Europe quite unofficially, though at the suggestion of the President, to whom he will report, came over here from Paris just before the close of the Peace Conference, and has now left London for Manchester. Before starting for the Midlands he was entertained to luncheon at Princes Restaurant by Sir Algernon Firth, a member of the Federation of British Industries, and formerly President of the Association of Chambers of Commerce. A number of well known members of the Federation were also present, and several prominent Chinese, including Professor Carsun C. Chang, Professor of International Law at Peking University; Mr. Weishin Yang, of the Board of Education; and Dr. H. K. Fung, of the Ministry of Agriculture and Commerce, and Technical Delegate of the Chinese Government to the Peace Conference.

Sir Algernon Firth pointed out that if the economic development of China is to proceed smoothly towards the desired end it is essential to maintain for all nations the policy of the Open Door and equal opportunity for the trade and commerce of the world.

"England," he said, "never had any idea of exclusive trading, but a high reputation for honest goods and fair, straight forward dealings. Indeed, I am glad to notice that Anglo-Chinese co-operation is beginning to find shape in many directions, one of the latest evidences being, I believe, a proposal to form in Shanghai an Anglo-Chinese Club at which the business men of both nations will meet in friendly intercourse. All this is to the good. But we must look forward to an even greater measure of co-operation than that of which we have such promising indications today."

In the course of his reply to the toast, Mr. Liang Chi-chiao spoke of the immense possibilities that await British enterprise in China in actual co-operation with the Chinese themselves. China's resources offered an illimitable field for development, but he considered that with the vast changes in trade and transport conditions that have been brought about by the war the obvious solutions lay in working up these raw materials as far as possible in China itself.

The desirability of an economic policy on these lines, Mr. Liang remarked, has been recognised by the Japanese, who, while Great Britain had her hands tied in Europe, neglected no opportunity to establish industrial enterprises throughout the Republic. The Chinese, he added, have awakened to the fact that foreign assistance is necessary to the social and economic well-being of the country; and they would especially welcome British co-operation, because "the name of Great Britain stood for efficiency and integrity, and in no circumstances implied a sinister political program—which could not be said for all countries." But "others were already in the field in search of monopolies," and Britain ought, therefore, "to act without delay."

Mr. Liang will confer with business men in Manchester with regard to trade questions, and will again visit London, but only for a few hours, as he intends to return to Paris.

Aerial Mail Services

In view of the proposed inauguration of an aerial service between Hongkong and Shanghai it is of interest to note that the Air Ministry's experimental service for the carriage of mails between London and Paris, and Folkestone and Cologne, has given satisfactory results. A detailed official report has not yet been issued; but it can be said that on the Folkestone-Cologne route, in spite of phenomenally bad weather, an average of reliability of 60 percent was attained. This is considered good, for apart from the weather the land organisation was only hastily improvised. The factor of reliability in the near future should be 80 or 90 percent.

The Post Office here will not enter into a contract for the conveyance of mails until a service is actually in operation and has given proof of reliability. But private enterprise intends to step in where officialdom fears to tread. A mail and passenger service is to be established between here and Paris as soon as the necessary arrangements can be made. Experts believe there is money in it. But even more important is the need of experience, which is absolutely essential from the business standpoint.

Wireless Telegraphy In China

I learn that the Marconi Company have signed a contract with the Chinese Government whereby both parties agree to form the "Chinese National Wireless Co.," with a capital of £700,000. Each party is to subscribe half this amount for the purpose of setting up factories for the maintenance of wireless equipment. Shanghai is mentioned as the probable site of the chief factories, with auxiliary works at Peking and Tientsin. The Government will grant a special charter to the Company, so that a successful future appears to be assured.

Reduced Cable Rates

The Eastern Telegraph Company announce that the tariff for telegrams between the United Kingdom and Hongkong, China, Japan, and the Phillipines will be reduced by 6d. per word as from September 1 next. The present rate for all parts of China, except Macao, is, I believe, 3s. 6d., per word, and half that amount for deferred messages. The rate to Japan is 3s. 11d.

Personal

M. Paul May, Belgian Minister to China, visited London last week on his return from the Far East on his way to Belgium.

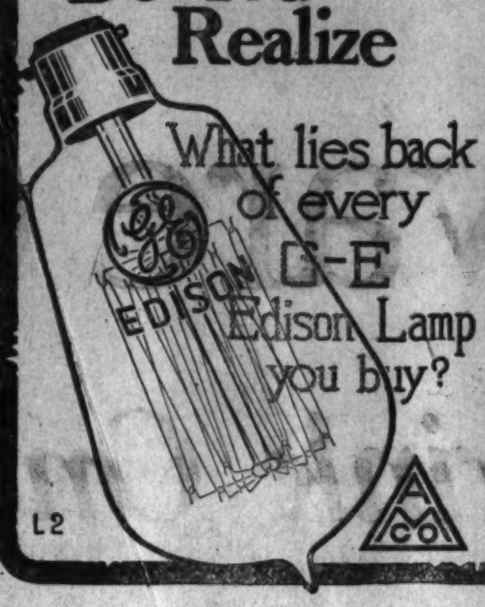
M. Conty, formerly the French Minister at Peking, is to be the new Ambassador at Rio de Janerio.

Brigadier General G. E. Pereira, C.B., C.M.G., D.S.O., has left for Vladivostok by way of America having been appointed liaison officer under Lieut.-General Knox, British Military Representative in Siberia. He is well known in China as he traveled in all parts of the country while in the Far East as Military Attache in Korea and Peking for many years.

Among those who were called to the Bar on the occasion that the Prince of Wales was called to the Bar of the Middle Temple, was Mr. G. W. King, LL. B. (Lond.), Certificate of Honor, C.L.E., Hilary, 1914, Registrar and Coroner, Supreme Court of China, Shanghai. He becomes a Barrister of Grays Inn.

Mr. H. C. Saunders has retired from the Underwriting Chair in London of the Union Insurance Society of Canton, Ltd., and is succeeded by Mr. G. H. Hobson, Deputy Underwriter since 1914, Mr. Hobson was formerly with the China Traders' Association (now the British Traders' Insurance Co.,) and his appointment is most popular.

Do You Realize



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SAVE 40%
ON YOUR
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THIS WEEK WE OFFER
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DAZEY CHURN
AND BUTTER MERGER
1 lb. BUTTER—1 PINT MILK
plus DAZEY CHURN=
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It is the speediest churn made, easily cleaned, convenient in every way and extremely light running.

No.	10	20	30	40	
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THIS WEEK	$1.50	1.75	2.00	2.50	each

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200 PAIRS MEN'S BLACK GLACE BLUCHER BOOTS

Goodyear Welted, Drill Lined, Smart Medium Toe, Jockey Backed, an American Boot with an English Oak Tanned Sole. Perfect in Fit—Reliable in Wear, all Sizes in Stock. Usual Price $17.50 pair

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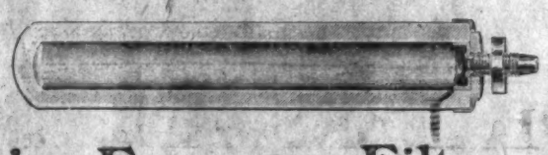

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Can be made in a few minutes to perfection if you use

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50 ONLY AT SPECIAL PRICES

Sizes	1	2	3	4	Quarts
Usual Price	$5.75,	7.00,	8.50,	9.50	each
THIS WEEK	$3.75,	5.50,	6.75,	8.25	each

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—FOR THE SCHOOL CHILD
Just think how necessary to the health of your "kiddies" is a hot drink at noon or recess. ICY-HOT Luncheon Kits not only supply this, but also fresh, moist and clean lunch. In summer the same bottle can be used for cold drinks.

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Echoes Of A Famous Literary Rivalry

Recent Publications That Recall The Personalities Of Dickens And Thackeray, Together With The Controversies Waged Over Their Respective Claims To Primacy In The Art Of Fiction Writing

By Brander Matthews

Dickens, Reade, and Collins, Sensation Novelists. A Study in the Conditions and Theories of Novel Writing in Victorian England. By Walter C. Phillips, Ph.D. New York: Columbia University Press, 1919, 230 pp. G.$2.

The Dickens Circle. A Narrative of the Novelist's Friendships. By J. W. T. Ley. With portraits and other illustrations. New York: E. P. Dutton & Co. 363 G.$9.

APPARENTLY the fierce war that was long waged between the perfervid and intolerant partisans of Dickens and the calmer but equally opinionated admirers of Thackeray is at last losing most of its bitterness now that both of these objects of loyal worship are slowly retiring into the literary background. They may not have been surpassed by any of the more recent story tellers, but they have been more or less crowded out by the novelists who are nearer to us in their themes and their methods. With the coming of a new century the author of "Pickwick" and the author of "Vanity Fair" ceased to be contemporary favorites of the novelreading public; they became "classics"—and that is a hard fate to befall any story teller who had once tasted the sweets of popularity.

There is a disenchanting element of truth in Mark Twain's cynical definition of a classic as "a book that everybody praises and that nobody reads." So long as a writer stays alive and retains his vogue we read his books because we like them; but when he departs this life, and when his works are promoted from the parlor table to the locked bookcase which contains "the classics," we are likely to peruse them rather from the sense of duty than from the promise of enjoyment. Complete sets of an author's books are often for external use only; and the single volume containing the acknowledged masterpiece is often girt about by a learned introduction and by a heterogany of scholarly annotations, which make it appear difficult to approach. By this critical apparatus we are rather repelled than allured, and we postpone the dutiful perusal day after day and sometimes year after year, until at last the masterpiece accumulates the dust of ages having been read by title only, like a bill in the Legislature.

Although I was early sealed of the tribe of Thackeray, and although I have not been tempted to reread any of Dickens's books for at least a dozen years, I am inclined to think that Dickens, who had the larger audience while they were both alive, still has it after both have been dead for half a century. There have been more biographies of Dickens than of Thackeray, more complete editions, more reprints in the various cheap series intended for every man, more volumes of anecdote and reminiscence like this of Mr. Ley's on "The Dickens Circle." Perhaps the majority of the best judges incline to the opinion that Thackeray is by far the finer artist; yet there are not a few contemporary critics of good repute who are prone to use offensive language toward those who, like myself, confess frankly that they can no longer read Dickens with any expectation of pleasure.

I wonder what these critics of good repute will say about this book by Mr. Phillips, in which he does not hesitate to call Dickens a "sensation novelist" and to link him with his friends, Wilkie Collins and Charles Reade, as delighting in horror for its own sake. Mr. Phillips not only makes this charge, but he proves it. The admirers of Dickens no longer defend his willfully manufactured pathos; but they are ready to die in the last ditch in defense of his humor, his power of creating character, and his benevolent humanity. Mr. Phillips says little about his humor and less about his pathos; he centers his attention on the theatricality of Dickens's expedients, a theatricality which is the result of his desire to be dramatic at all costs.

Where the thin-and-thin adherents of the rivals had been content to consider them as individuals, set over against each other, Mr. Phillips sees them as chiefs of rival clans, rallied around opposing standards and obeying discordant theories as to what a novel ought to be. On the one side there is Dickens influenced by Scott and by Byron, perhaps also influenced by Victor Hugo and Eugene Sue. On the other there is Thackeray, descended from Fielding and appreciative of Jane Austen. Reade and Collins stand close to Dickens, holding the same theory as to the true theories of novel writing and applying this theory each in his own fashion. And treading the same path as Thackeray come Anthony Trollope and George Eliot.

Mr. Phillips calls the novel of the Dickens-Reade-Collins group "dramatic," and he calls that of the Thackeray-Trollope-Eliot group "domestic." These labels may not be scientifically exact, but they are suggestive. As I read Mr. Phillips's pages I could not avoid the thought that he would have found help in the paragraph of Henry James's illuminating criticism of Anthony Trollope, in which the British-American critic declared that there were two kinds of fiction—that which aimed to excite the emotions of surprise and that which aimed to excite the emotions of recognition. The "dramatic" trio wished to startle us, to "make our flesh creep," to force us to cry out: "Well, I didn't expect that!" The "domestic" trinity desired to reveal human nature, to lay bare the heart of man, and to encourage us to say: "Well, that's so. I never thought of it before, but that is just what he would do. It's what that kind of man had to do to be true to his nature!"

Thackeray made only one effort to write a play for the stage; Trollope and George Eliot refrained from even a single venture. (the "Spanish Gipsy" is only a "closet-drama," so called). Dickens had thought of going on the stage as a young man, and began by writing two unpromising farces. He was fond of acting, and his readings from his own works were histrionic triumphs. Reade began and ended as a playwright; he testified that he was by native gift a dramatist forced by bad laws to be a novelist. Wilkie Collins brought out half a dozen dramas; and although he was not really successful in the theater, he never relinquished the ambition to be accepted as a dramatist.

Mr. Phillips quotes (p. 136) the artistic creed that Collins once declared: "Believing that the novel and the play are twin sisters in the family of fiction, and that one is drama narrated, as the other is drama acted, and that all the deep and strong emotion that the playwriter is privileged to excite, the novel writer is privileged to excite also, I have not thought it either politic or necessary, while adhering to realities, to adhere to everyday realities only." In fact, Wilkie Collins adhered to everyday realities only in so far as this adherence did not interfere with the working of his private formula for interesting readers. "Make 'em laugh; make 'em cry; make 'em wait!"

Reade novelised "Peg Woffington" from "Masks and Faces," the comedy he had written in collaboration with Tom Taylor; he novelised "It Is Never Too Late to Mend" from his own play "God;" he took the framework of "Hard Cash" from "Les Pauvers de Paris," by Brisebarre and Nus, a French play, from which Dion Boucicault had earlier adapted the "Streets of New York." His story "White Lies" is derived from "Chateau Grantier," a play by Auguste Maquet, and "Foul Play" (which he wrote in collaboration with Boucicault) was more or less inspired by another French piece, the "Portefeuille Rouge." Bearing these influences in mind, we need not be surprised when Mr. Howells tells us that, in reading Reade's stories, "you seem to be reading a dramatisation of his novels rather than the novels themselves."

Mr. Phillips has no difficulty in showing by extracts from Dickens's correspondence that the author of "The Tale of Two Cities" had a similar predilection for surprise, tension, suspense, climax, and all the other elements needed for the successful utilisation of situation and of sensation. Dickens could be truly dramatic; but he did not dislike being boldly melodramatic. He enjoyed bold and even brutal effects akin to those which we associate with the Elizabethan tragedy-of-blood. He had no hesitation in accumulating horror on horror's head. There is no denying the power, the naked strength, with which the scene of Bikes's murder of Nancy is set before us, and Dickens gave us a dozen other scenes only a little less brutal. It is no wonder that he had a deep admiration for "Nore Dame de Paris," in which Hugo also reveled in the gruesome and the abhorrent.

Perhaps it did not come strictly within the field of Mr. Phillips's inquiry, but he might have noted that in one respect Dickens declined to be governed by the tradition of the theater. One of the first rules to be impressed on the prentice playwright is "Never keep a secret from the spectators"—a sound rule for which Lessing gives good reasons. Dickens delighted in keeping secrets from his readers; and even now, forty-nine years after his death, there is incessant discussion over the mystery of "Edwin Drood." Possibly this enjoyment of mystery-mongering was intensified in Dickens by his association with Wilkie Collins, who has left us in the "Moonstone" one of the very best of mystery stories.

But there is a superabundance of this mystery-mongering in "Nicholas Nickleby" and in "Barnaby Rudge," composed long before his association with Wilkie Collins. It is characteristic of the shrewdness of Poe as a critic that in his reviews of "Barnaby Rudge" he first solved the mystery and then pointed out that Dickens would have written a more interesting story if he had refrained from mystery-mongering, telling his tale simply and keeping no secrets from his readers.

Collins was a past master of plotmaking and Dickens was not, although he took unending trouble over these mechanical details. In reading most of Dickens's novels we try to forget the plot; and there are not lacking among his ardent admirers those who like the "Pickwick Papers" best, partly because of its freshness and partly because it has not even the pretense of a plot.

In the epilogue of "The Wrecker," a tale in which Stevenson and Lloyd Osbourne tried their hands at mystery-mongering, they expressed a disparaging opinion of the type of novel to which their story belonged. "The mind of the reader, always bent to pick up clues, receives no impression of the reality of life, rather of an artless, elaborate mechanism, and the book remains enthralling but insignificant like a game of chess, not a work of human art." Here we have an acute description of "The Moonstone," for example, enthralling but insignificant. And Dickens was renouncing his birthright as an exuberant humorist and as a creator of character when he strove in vain to put together an elaborate mechanism.

It remains to be said that Mr. Phillips has preceded his analysis of the sensational devices of Dickens, Collins, and Reade as writers of the "dramatic" novel, with a detailed investigation into the conditions of the publishing business in England in the midyears of the nineteenth century. He describes the rise of the popular magazines; and he explains the effect which the exigencies of serial publication imposed on the story teller. He traces the history of the three-volume novel; and he calls attention to the distension which this awkward form forced upon the novelist. He collects a mass of useful information, not otherwise easily accessible, about the rewards of authorship in Victorian England. And the result of these inquiries is valuable, because the economic interpretation of literary history is as important as the economic interpretation of every other form of history. Men of letters must earn their living somehow, and they are attracted to the literary form which happens to be most remunerative at the moment. This accounts for the dominant position of the drama under Queen Elizabeth, of the essay under Queen Anne, and of the novel under Queen Victoria.

Mr. Phillips has given us a doctorate dissertation which is continuously readable and which has also the solid merits we have a right to expect in a doctorate dissertation. Mr. Ley's book is also the result of laborious research; it is carefully documented; but it is none the less little more than a gathering of personal gossip. In his enthusiastic devotion to Dickens, Mr. Ley has been led to investigate the history of Dickens's relation to his leading contemporaries. With some of these Dickens was intimate, with others he was friendly, and with not a few he was only casually acquainted. Mr. Ley sees Dickens as the center of Victorian literature, and he is a little inclined to see all the other British writers of the midyears of the nineteenth century as stars of varying magnitude revolving about the sun.

So we have chapters on Browning, Landor, Rogers, Jeffrey, Hood, Carlyle, Tennyson, considered solely as members of the Dickens Circle. Mr. Ley even goes so far as to include within this magic ring Thackeray and the Brookfields! It is only fair to add that Mr. Ley is scrupulously exact in his statements as to the degree of intimacy. He is frank in presenting evidence which shows that Canon Brookfield was never intimate with Dickens, and in quoting Brookfield's hostile criticisms of one or another of Dickens's stories. He is equally honest in quoting from a letter of Macaulay declining to review "American Notes," because he found it "vulgar and flippant," and also "at once frivolous and dull."

Mr. Ley has made the mistake of giving a bad title to a good book—that is to say, to a good book of its kind. It is a volume to be heartily recommended to all devout worshippers at the Dickens shrine. It is also a volume which provides a vista of the men of letters of half a century ago, a vista down which it would be well for the strenuous souls of today to glance before parading their contempt for Victorian literature. There were giants in those days.

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Spain Has Its Woman Movement Also

One Of The First Feminine Graduates Of The University Of Madrid Explains That It Is, So Far As It Has Gone, Educational Rather Than Political

Spain's best hope for the future lies not in her men but in her women."

That is the belief of an ultra-modern young Spanish senorita, Maria de Maeztu, who has been sent by the Spanish Government to visit the principal American institutions for the higher education of women. She has been delivering lectures under the auspices of the Hispanic Society of America at the most important seats of learning in the East, and is now preparing to give two graduate courses on contemporary Spain at the coming session of the Columbia University Summer School.

Senorita de Maeztu is one of the foremost leaders in Spain's feminist movement. After obtaining from the University of Madrid one of the very first degrees of Doctor of Letters ever given to a woman by that stronghold of male supremacy, she pursued her studies in other European countries and, upon her return to Spain, was placed in charge of the women's educational institutions created by the Spanish Government in 1907 under the Board for the Advancement of Learning. She is, in addition, at the head of the Residencia de Senoritas at Madrid the only institution in Spain resembling an American girls' college, and likewise of the girls' section of the Instituto-Escula de Segunda Ensenanza, (Secondary Institute School,) established by the same board to try out new methods of instruction for application later in all secondary schools. The Residencia de Senorita shares buildings with the International Institute for Girls, founded several years ago under American direction, with which it works in close co-operation.

In so far as up-to-dateness and the possession of those qualities which cause a person to be known as a "live wire" are concerned, Senorita de Maeztu has nothing to learn from her sisters of this or any other country. As she talked the other day of the remarkable progress made by the woman movement in Spain during the last few years, she was not in the remotest degree the Spanish woman of the kind carelessly accepted hereabout as typical—she of the Carmen-like airs and graces, of the black mantilla and languorous eyes.

"The movement for the higher education of Spanish women has progressed with astonishing speed in the last ten years," said Senorita de Maeztu. "Twenty year ago you could scarcely find a woman student in a Spanish university, although Spanish women have had the right to study for any profession and hold any political office since the promulgation of the code of laws of King Alfonso el Sabio, the celebrated 'Siete Partidas,' dating back several centuries. By a curious paradox, it is public opinion which is conservative in Spain, while the laws of the land are liberal. It is public opinion that has kept Spanish women from advancing, not any legal disability.

"The first awakening of the women of Spain was a result of the shock given by the Spanish-American war of 1898. Spain's defeat and the loss of her colonies brought home to Spaniards the necessity of renovation of the national life if Spain was not to sink to a low level among nations.

"The first signs of this awakening were in literature and art. Novelists like Azorin Baroja and Blasco Ibanez and artists like Zuloaga and Sorolla were the living proofs that the new Spain had been born. They put into their work a healthy criticism of the Spain of other days, a sense of new values.

"And within this movement arose the movement of the women of Spain toward a higher culture, a better education. And they have gone about it in the quiet, dignified manner that is characteristic of the Spanish race. In Spain we have had none of the violence that was so typical of the suffragette movement in England before the war; none of the stone-throwing and window-smashing with which London became so familiar. As a result of this moderation, I think it may safely be said that our women have advanced far more rapidly and to a greater extent than they could possibly have done had they adopted other tactics. The men of Spain would unquestionably have been antagonised by violence, but, as it is, many of them favor the emancipation of women from the shackles of the past. This is especially true of the young intellectuals of the country.

"You must bear in mind that the feminist movement in my country is not as yet in any sense a political movement. Spanish women, I feel sure, will soon enter the field of politics to compete with men, but up to the present their interest has been devoted to bettering themselves culturally and educationally.

"In seeking to broaden themselves Spanish women are finding an old, disused path rather than making a new one. During the Middle Ages they were probably as advanced as women in any country. In literature we had Santa Teresa de Jesus and Sor Maria de la Cruz. Nor must we forget Beatriz de Galindo, famous in the annals of Spanish femininity, who was a member of the Faculty of the great University of Salamanca. But our women lost all these privileges later, and by the beginning of the eighteenth century had sunk back to a position of inferiority, which they did not attempt to shake off to any extent until a bare twenty years ago.

"When they knocked once more at the portals of our universities they found favor with several Liberal Ministers. Julio Burell, especially, proved himself their friend, for it was he who remembered the almost forgotten laws of Alfonso el Sabio, admitting women to universities, and caused them so to speak, to be re-enacted. The creation of the Board for the Advancement of Learning, in 1907, was another important step forward. It paved the way for the establishment by me of the Residencia de Senoritas at Madrid in 1915, which is similar to Barnard, Smith, Vassar, Bryn Mawr and other American girls' colleges.

"It now has seventy pupils. The course of instruction is very advanced. After taking it the girls go to the University of Madrid for examinations. If they pass they are entitled to study at the university quite like the male students. Whereas only a few years ago there was not a single girl student at the Madrid University, there are now about one hundred, and probably twice as many more scattered through the other universities of Spain.

"Since the Institutos de Segunda Ensenanza, like the one with which I am connected at Madrid, have been made available to Spanish girls, thousands of them have enrolled at these institutions and are actively preparing for admission to the universities. At the Madrid institution alone there are now 250 girl students, though it was founded only a year ago. The majority of these expect to continue their studies at the university.

"Frankly, I do not know what the effect will be when these thousands of young women suddenly present themselves for enrollment at the universities of Spain. While they came only in twos and threes, the problem was different and little opposition was aroused. But it may be that their arrival by wholesale may set the men against them.

"I can say, however, that so far the women who have studied at Spanish universities have not had the slightest reason for complaint. The men have invariably treated them with grave respect, in spite of the fact that their presence as co-eds seems to Spaniards of the old school a queer innovation."

Senorita de Maeztu was asked at this point about the attitude of the awakened women of Spain toward politics. While emphasising once more the predominantly cultural and educational character of the woman's movement in Spain, she expressed belief in the possibility of the movement becoming political before long.

"But before it does," she said, "I think that the women of Spain must feel that there is some obstacle in their path that keeps them from obtaining something which they consider vital to their advancement. In other words, they will not demand the vote for its own sake. They will demand it as a means, not as an end.

"The women of Spain do not consider themselves oppressed by man. On the contrary, they have had for centuries a good deal of freedom and their influence on politics, though indirect, has been considerable. In the household they are as often as not in full charge, and it is not at all uncommon for a Spanish husband to return home on pay day and turn over practically all his money to his wife, for her to spend as she deems best. As to business, it is typical of Spain for a widow to carry on her deceased husband's affairs. All through Spain you may see over shops and offices the sign 'Widow of So-and-So'—in fact, I know of no country where it is so common.

"But, as I said, if the women of Spain feel that their political inferiority is keeping them back, they will go after the vote with the same energy and enthusiasm that they have shown during the last ten years in their efforts to get a better education.

"An interesting point about the movement for femine advancement in my country is that it is almost exclusively confined to the women of the middle class. Those of the aristocracy hold aloof; most of them are too much concerned with frivolity, and the women of the lower classes have not as yet awakened to the possibilities of higher education. The girls of the middle class are excellent raw material. They are intelligent to a remarkable degree, eager to learn, and will constitute a fine bulwark against any reactionary tendencies that may seek to throw Spain back. They are the daughters of physicians, lawyers, and the like, girls who have been accustomed in their homes to books and talk of books. The progress made by these young women has been more rapid, I am convinced, than that of women in any other European country in the initial stages of higher education.

"When women of such a type get to thinking of politics they will, in all probability, consider it illogical that men should have superior rights. But the Spanish woman is essentially conservative; she loves tradition. Though her mind is ready for new thoughts, there is as yet no feeling of rebellion against things as they are.

"There is no feministic movement as yet in politics, no concrete women's political party. Women like myself and a few others may talk about votes for women, but the time is not yet ripe for trying to get political equality. Why hurry? Spain is a country where it does not pay to do things too hurriedly. Should women hurl themselves into politics prematurely they would arouse hatred among Spanish men instead of collaboration.

"The movement to get votes for women will start, I think, in Catalonia, because it is really more European than the rest of Spain, more affected by the same problems that present themselves to other European lands.

"But already the first signs of a desire for political privileges are becoming apparent even in conservative Castille. At the girls' school of which I am the head the only man on the premises is an old porter. Every once in a while he tells me and the other teachers and girls that he must go away and vote. Always there is a hullabaloo among the girls.

"'To think!' they exclaim, 'that the only person here who can vote is an old chap who can't read and write!'

"They say it still in a spirit of jest. But tomorrow—who knows?"

Senorita de Maeztu also touched on the general situation of Spain, in which, she says, the most serious problems are the tendency toward separatism and international affairs.

"Separatism, or, rather, 'regionalism,' as it is called in Spain, bobs up in every newspaper and every conversation," she said. "Not only in Catalonia but in the Basque provinces and other parts of Spain there is a strong desire for more autonomy, for a new Spain made up of States possessing rights resembling those of the States of the American Union. Only a few extremists talk of actual separation, of new nations to be carved out of what is now Spanish territory; not even men like Cambo, the Catalonian leader, want anything like that.

"Against this desire for autonomy there is strong opposition in parts of Spain like Castille, which feel that the demands of the 'regionalists,' including the right to have languages such as Catalonian and Basque, taught in the schools, is a blow at the very foundations of Spanish nationalism. Despite the bitterness shown by both sides I feel sure that they will come to an agreement without recourse to civil war. There is such a strong opposition, especially among the intellectuals, to the excessive centralisation that characterises the Spain of today that I believe a certain degree of autonomy is sure to be granted to the parts of Spain demanding it.

"As for international questions, the Germanophile elements in Spain are now very much in the background, and there is a strong desire for closer relations with the United States. Just before embarking for America I heard a speech of Count Romanones, then Premier, before the Spanish Cortes or Legislature, in which he strongly advocated a 'union of ideals' between Spaniards and Americans. His remarks were received with much applause."

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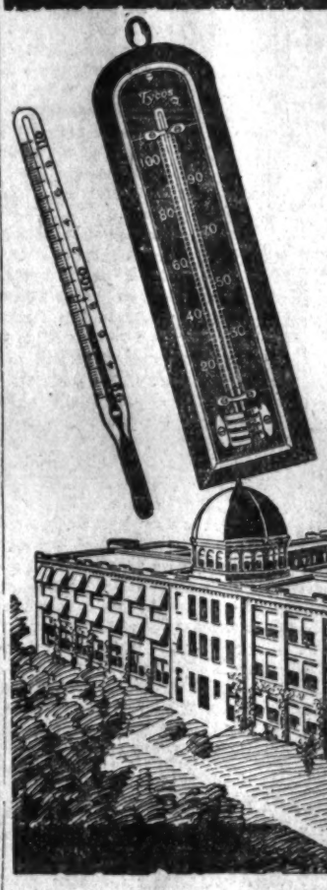

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Today's Church Services

Holy Trinity Cathedral.—Festival of St. Bartholmew. (Tenth Sunday after Trinity). 8 a.m., Holy Communion. 9:30 a.m., Children's Service. 10:30 a.m., Mattins and Sermon. 6 p.m., Evensong and Sermon.

St. Andrew's Church, Broadway.—10:30 a.m., Mattins and Sermon: Preacher: Rev. A. E. Seward.

Union Church.—Sunday, August 24. 11 a.m., Preacher: Rev. C. E. Darwent, M.A.; Subject, "Orthodoxy and heterodoxy, Chant, 88; Hymns 532, 167, 273, 59. 6 p.m., Preacher; Rev. C. E. Darwent, M.A.; Subject, "Reconstructing Christianity;" Hymns; 520, 308, 70, 183.

Shanghai Free Christian Church.—(Corner of Range and Chapoo Roads). The services in the above will be conducted as follows: Morning 11 a.m., by Rev. Ernest Box. Evening 6 p.m., by Mr. James Stark.

Christian Science Society of Shanghai.—Masonic Hall, The Bund. Sunday Service 11 a.m., Subject: "Mind." Sunday School 10 a.m., Wednesday Evening Service 6 o'clock. Reading Room open daily except Sunday 10:30 to 12:30 at No. 21 Nanking Road.

St. John's Pro-Cathedral, Jessfield.—Evening Prayer in English at six o'clock.

Just What Is A Nation?

How Land, Language, Kinship, and Government Figure In The Formation Of The Different Countries

By Gaius Glenn Atkins

RECENTLY a group of men in Paris, upon whose decisions all the world had been waiting, made a new map of the world. Of course their new map is like the old one in many ways. They cannot change the hemispheres or continents; the seas and islands, mountains and rivers are the same, but as far as boundary lines go Central Europe, Western Asia, and even Africa, are greatly changed. We shall have to study geography all over again. Germany, Russia, Poland, Austria and Hungary, Italy and the Balkan States and Turkey in Europe and Asia all have new frontiers.

Any number of things have been taken into consideration in running these new boundary lines, but the one big thing by which the peace council sought to guide itself was nationality. They have respected and preserved, as far as possible, existing national rights, resurrected nations like Poland which have been long buried under the oppression and greed of their neighbors, and brought together peoples who speak the same language and belong to the same races, and they have done all this in the hope of securing more settled conditions in Europe and the promise of lasting peace for the world.

All this gives a new importance to nationality. What is a nation? And why is a nation? And what good does a nation really do? Could we do without nations altogether? Some people are proposing that we try that, for while the peace council has sought to make nationality a more distinct and cleancut force in the world than ever before, there are revolutionists who tell us that the word for the future is not nationalism but internationalism and that the nations are hindrances and not helps toward the real brotherhood of man. It is a good time to try to understand what a nation really is.

To begin with, a nation is a body of people with a government and institutions of their own, who have lived together for a long time in a land which they love and which is real to them because they know its hills and valleys and have traveled its roads and because their dead are buried in its soil. There are other things, of course, besides just having a territory of their own which make a people a nation but they must have this to start with. The size does not greatly matter. Switzerland is not so big as one of our smaller American States and Holland is no larger, but how great they really are!

France is the soil of France as well as the soul of France—mountains, valleys, quiet flowing rivers, wheat fields, and the Frenchman who love France so greatly love her very soil—the fields with quiet villages in which they have always lived, or the city streets which they know so well. When they fight, that is really what they fight for.

When a people have thus long dwelt in a land it becomes saturated with their spirit; each name has its meaning and associations—this plain recalls a battle, that city a siege, this village a poet, and that mountain valley a saint. So the land makes them what they are, and they make the land what it is. They cannot bear to be separated from it or to think of strangers possessing it.

A nation would be nothing without its territory, and the territory would be poor indeed were it not for its rich human associations.

The second thing which makes a nation is racial kinship. This needs explaining. The Century Dictionary defines race as a great division of mankind, having in common certain distinguishing physical peculiarities. In ways which we do not clearly understand—for the beginnings of it all are older than any history—the whole world of men has been divided into races. We distinguish them by their color, the shape of faces, their eyes, and other marks. So we have the Caucasians, who are white; the Ethiopians, who are black; the Mongolians, who have an olive-tinted skin; the Malays, who are brown, and the American Indians, who are red.

These foundation races (as we may call them), have in process of time been divided again and again until we have, from the Caucasian race alone, Hindu, Persian, Armenian, Jew, Greek, Latin, Slav, and Teuton and combinations of racial stock which make it difficult to clearly classify the modern nations. The English, the Dutch, and the Germans belong really to just one branch of the tree of humanity, yet they have been so changed through their history and the conditions of their lives that one may speak of the English race or the German race and not be much misusing the word.

In this freer way a race may be defined as a body of people with a common ancestry, common memories, a common language, and common characteristics of body, mind, and even soul such as to distinguish them from their neighbors and make them distinct forces in history.

So defined, race is one of the great and persistent human facts, needing to be reckoned with as engineers must always reckon with running water. Even when people like the Poles seem to have been submerged in neighboring States and forgotten as a nation, the racial instinct still persists. They will not become one with their conquerors and in the end the map makers have to put them back on the map—a nation once more. Much of the confusion in Europe in the last one hundred years has grown out of the refusal of the more ambitious nations to recognise racial rights, especially in Eastern Europe where race feeling runs high and the different peoples are all mixed together like the parts of a picture puzzle. It is no easy thing to so put those crooked parts together as to satisfy these restless peoples and respect all the rights involved.

When a race has had a fair, free chance and has lived for a long time as the English or the French in a land which they have made their own, then we have the foundations of a rich and enduring national life.

Of course there is always the possible blending of races into new racial strains. It has taken Anglo and Saxon, Norman and Dane, with a touch of the Celt who lived in the fair English forest when Julius Caesar landed on English shores, to make the England we know and honor today, and beyond debate the English stock is richer through the blending of so many elements; but even so there must always be one strong race which outnumbers, outmasters, and absorbs the others, or else we should get no true national unity or any true national spirit.

Some one has called America the "melting pot" because we are receiving and recasting so many peoples, but we have been able to do it and become a nation only because the English-speaking strain in America has always been so strong as really to assimilate and give character to all the rest. If America were divided between three or four races equally strong we should never really become a nation. As it is our national life is strongly affected by the many kinds of peoples who live under our flag and it will not be until they are more perfectly assimilated than they are now that we shall secure, for every boy born under the American flag, the rich national

(Continued on Page 18)

Two Forces At Work In Italy

Effect Of Decisions At Paris On Events At Rome And Possibility Of Renewal Of Teutonic Influence

By Walter Littlefield
(New York Times)

TO the Italian mind there is a direct relationship of cause and effect between American diplomacy operating at Paris and the passing of the Orlando-Sonnino Government in Rome. And without questioning the motives which inspired the cause or seeking to enshroud the effect with undue pessimism it is my belief that while a more pliable Italian delegation at Paris may have been effected, there are unmistakeable signs that this has been done at the expense of sentimental Italian friendship and of the threatened return of the peninsula to the dominating financial and commercial influences of Teutonic penetration.

Before describing the links in that chain of relationship between the cause at Paris and the effect at Rome, it may be just as well to explain the events in the Italian Chamber on June 19 as well as to demonstrate the political and social conditions which made those events possible—conditions which all through the war and during the armistice period have been responsible for the light in which Italy has appeared before the world. For it cannot be denied that light has not been enviable.

On April 29 the Orlando Government received a vote of confidence in the Chamber—382 to 40, the only dissenting votes being those of the intransigeant Socialists led by Signor Turati. This vote, which received enthusiastic acclaim throughout Italy, was in answer to President Wilson's statement of April 24 in which he said that the Treaty of London signed by England, France, Russia and Italy on April 26, 1915, and by the terms of which Italy entered the war, could not be considered operative at the conference and that the city of Fiume, which that instrument gave to Croatia, must go to Jugoslavia; the creation of which had been brought about by Servia, and of which Croatia, like Slavonia, had become a part. Rightly or wrongly, the President's statement was considered in Italy as addressed to the Italian people over the heads of their Government—a challenge to that people to reveal their attitude. They revealed it.

Chamber Jeers Orlando

Then on June 19 Orlando, not having been able to realise that mandate at Paris, again appeared before the Chamber and was defeated by a vote of 250 to 78. In asking that the Chamber be convened in secret session in order to listen to the story of his failure at Paris, he had declared that Italy must remain faithful to her allies, and had allowed the request for a secret session to be incorporated in a vote of confidence. It was in vain that he tried to have the Chamber see his point of view of necessity for separating the exigencies of internal needs from the foreign program. The Chamber replied with jeers to his plea for faith in the Allies, with cries of "traitors!" and, in an uproar, cast the fatal vote with a majority of 191.

On the surface it would appear that the Orlando Government had been defeated because it had failed to make the mandate given it on April 29 prevail at Paris, and that a new Government would be installed in an attempt to do what the late Government had failed to do. That was not the case, however. The new Government, headed by Francesco Nitti, if one may judge by former utterances of its members and by their political biographies, is not only ready to make concessions at Paris, but even at Berlin and Vienna. And a storm of alarm, of contempt, against the character of the Nitti slate was raised by patriotic societies throughout Northern Italy.

Now, while it is clear why the Chamber, which voted confidence on April 29, should, for the reasons indicated, withdraw that confidence on June 19, it is not clear to everybody why the Chamber should now support a Government which it knows to be opposed to doing the very things for which its predecessor was turned out for not doing.

Power Behind Deputies

The reason is simple. In Italy deputies obey the orders of the Prefects of the Provinces, appointees of the Minister of the Interior, and not those of their constituents, and that these Prefects, with few exceptions, were left in office by Italy's "big boss" Giovanni Giolitti, when he retired from office, but not from politics, in the Spring of 1914, with no suspicion that war was so near. The whole political system over there is so Tammanyised that, with the Chamber of October, 1913, still seated, no subsequent Minister of the Interior has dared to discharge these appointees of the big boss. This accounts for the fact that all during the war, while the military authorities were summarily dealing out signal justice to the cases of treason which fell within their jurisdiction, the civil authorities dealt lightly with their cases, and turned their backs, in most instances, to Defeatist propaganda whether spread by the pro-Germans of Giolitti, the Socialists of Ferri, or the Clerical enemies of the Monarchy. It accounts for Caporetto. It accounts for Nitti. It accounts for the perpetuation of Giolitti.

Only once have the Deputies declined to do his bidding, only once did they ignore the orders given them by his Prefects. That was on May 19, 1915, when they gave permission to the Salandra Government to make war. Only a few days before, almost the identical men who last week overthrew the Orlando Government left their cards at Giolitti's house as a token of fealty, and demonstrations were started by certain Prefects in favor of the Giolittian policy, that the nation should remain neutral and gain from Austria what she could by threats and blackmail. But the Italian people would not have it so. Salandra, who had resigned, was reseated, it might almost be said by popular acclaim. The Chamber dared not oppose the people's will. So Italy went to war and Giolitti barely escaped with his life to his home in Turin.

Nitti's Maneuvers

And now the old crowd is back again, with Giolitti somewhere pulling the strings from the shadows, while this time the masses of Italy appear to be gesticulating and vociferating in vain at the betrayal. On two former occasions had Nitti tried to do by isolated policies what he has now achieved by combining them. In December, 1917, after the disaster of Caporetto, and when he had been Minister of the Treasury for only a few weeks, he allowed it to be known in diplomatic circles that he was ready to head a new Government which would make a separate peace with Austria-Hungary unless the Allies came to Italy's rescue. Again in January last he maneuvered to place himself in power with a program which should make radical concessions to the opinion which was known to be established at the conference in regard to Italy's claims on the Adriatic. He failed and resigned, and on Jan. 12 the Orlando Ministry was reconstructed.

Nitti had believed that while winning approbation at Paris he could easily overcome opposition at home. The causes of his mistake are perfectly obvious to Italians. They are merely noted here because they have not been duly appreciated by foreigners and quite ignored in those diplomatic quarters where their signs should have been intelligently interpreted.

In the month previous Leonida Bissolati, Minister of Military Aid and War Pensions, had resigned after vainly attempting to have his colleagues adapt their policy to the opinion of the conference. He was a Parliamentary Socialist, and all through the war had kept his party lined up on the side of the Government. He believed that Fiume should be Italian, but that concession should be made to the German population in the Northern Trantino, and that Dalmatia should be Jugoslav. On Jan. 4 he had a long interview with President Wilson at Rome.

Break With Government

The result of that interview he imparted to Nitti, who at once allowed it to be known in the press—and in this, he was aided by Giolitti's paper La Stampa of Turin—that he was no longer in accord with his colleagues in the Government. In Parliament he counted on Socialist backing, and outside, in case of a new election, on the newly formed Catholic Popular Party. He also trusted to the Giolittians in the Chamber to do the bidding of their master.

But Giolitti, as had happened in May, 1914, gave no sign. Now, as then, he was afraid of having the Chamber move contrary to overwhelming public opinion, for Bissolati had been hooted down in his speeches, and the reports of the Prefects showed that the prevailing opinion everywhere was that Orlando and Sonnino would win at Paris, unless, indeed, the Jugoslavs themselves should be admitted to the conference—a contingency not even imagined in Italy last January. So Nitti resigned and bided his time. Then last week his time came.

What had happened, meanwhile? What had made it possible for Giolitti to line up the old guard so that it not only overthrew the Government, which had brought the war to a victorious end in the field, but also establish a new Government seemingly opposed to public opinion?

The answer many Italians believe is to be found in American diplomacy as it is manipulated at Paris and in the ability of Giolitti to take advantage of the situation produced by that diplomacy in Italy.

Italy had entered the Peace Conference with a very simple proposition. She had the Treaty of London. She had the plebiscitum of the people of Fiume praying for union with Italy, declared on Oct. 30, 1918, a week before the Diaz armistice was signed. She was ready to make concessions in regard to the treaty, and, indeed, did make them. She arranged protocols with M. Venizelos in regard to the Dodecanesus Islands, and with Messrs. Lloyd George and Clemenceau in regard to Asia Minor. She was ready to debate with Servia that part of the Adriatic question which concerned Servia—not that which concerned Jugoslavia, for the latter then had no standing at the Peace Conference. Moreover, the Croats and Slovenes, whatever their protestations and ambitions for an independent Southern Slav State, were still, as long as the armistice lasted, the enemies, technically at least, of the allied and associated powers.

Recognition of Jugoslavia

On Feb. 7 Mr. Lansing changed all that. In a despatch to Dr. Trumbitch, Servian Minister of Foreign Affairs and a Servian delegate at the conference, the American Secretary of State declared that the United States therewith recognised "the union of the Serb, Croat, and Slovene peoples."

This gave Dr. Trumbitch a new mandate, that of Jugoslavia, and with it he pleaded its claims before the council. For reasons already indicated the Italian delegates did not appear to confront Dr. Trumbitch. They considered the procedure which made it possible for him to present the claims of two enemy peoples—the Croats and Slovenes—most irregular.

Thus began at Paris the long period of acrimony over the so-called Fiume problem. But in Jugoslavia itself the results produced by the Lansing note were quite as embarrassing for the Italian Government. Military passports were no longer recognised in Croatia, because it was said there that Croatia was no longer "enemy territory," to which alone the said passports gave access. At Belgrade Prince Borghese, the Italian Minister, was not recognised, because he was accredited to "the Royal Government of Servia" and not to the "Monarchy of the Serbs, Croats, and Slovenes, recognised by the United States of America." There were other complications arising from the same cause, which obstructed the work of the Italian army of occupation and dismayed and humiliated the Government at Rome.

Then, on April 24, President Wilson issued his famous statement. Although Orlando, in his reply, permitted himself to observe that it was an attempt to reach the Italian people over the heads of their Government—an altogether unusual proceeding in statesmanship—Italian publicists went further. They alleged that the document contained important conscious omissions and a perversion of facts. They noted that the President made no mention of the fact that Fiume, which he gave to Jugoslavia, had declared its Italian adhesion by plebiscitum—by self-determination—a week, before the armistice, and had been asserting that adhesion by votes, demonstrations, and civic appeals to the conference ever since.

Another "Scrap Of Paper"

They declared that the President had turned the Treaty of London into a "scrap of paper," on the ground that the nations which had entered the war after Italy had "no knowledge of that private understanding," and they pointed out that even before Italy entered the war the Italian press had repeatedly detailed the nation's aspirations, and that it was reasonable to suppose that, she had made their accepted realisation a quid pro quo for entering the war; some alleged that the United States Government had been fully informed in regard to the treaty; others, that this Government had pledged itself not to recognise Jugoslavia without the adhesion of Italy, Great Britain, and France to such a recognition.

Italians say that while the Lansing note destroyed the prestige of Italian diplomacy at the Peace Conference, the President's statement, in spite of the famous vote of April 29 condemning it, destroyed the prestige of the Government in Italy, and made possible a regime which may rule for a long time unless ended by popular demonstrations, as a similar one was ended in May, 1915, which characterised the peninsula's most humiliating days of the pre-war period.

For there is no doubt that the old gang of self-seeking politicians and pro-Germans is back in office, like locusts, after a five-years' enforced abstinence. There is Tittoni, who although a man of real distinction and of fame in economic and diplomatic circles, did not hesitate to accept office under Giolitti, in 1906. He now succeeds Baron Sidney Sonnino in the Foreign Office. There is Schanzer, a notorious Lieutenant of

(Continued on Page 15)

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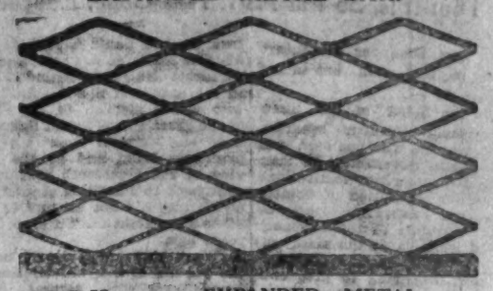
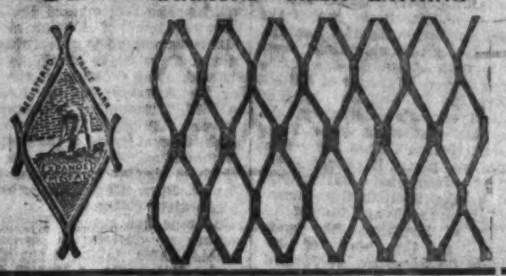


"BB" EXPANDED METAL DIAMOND MESH LATHING



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THAT GOOD TIME DIDN'T LAST LONG.
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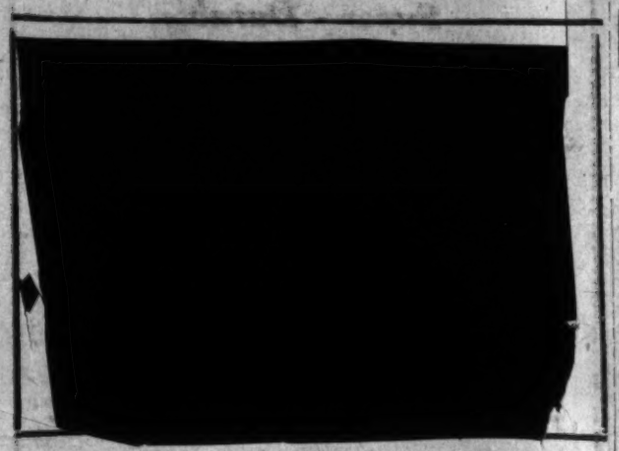
DID HE EXPECT IT WOULD BOUNCE!
CALAMITY JANE
"HON" IS GOING TO MAKE A GIFT OF A WRIST WATCH TO "DEARIE" HE DOESN'T KNOW WHEN BUT THERE'S NO TIME LIKE THE PRESENT.
BROWN DERBY
"BLUBBER" HE'S A NICE DOPE.
LOVE IS AN AWFUL THING.
I HAVEN'T MY WATCH WITH ME, DIPPYOPOLIS, BUT I HAVE THE TICKET.
COMEDIAN
THAT'S AN OLD TIMER TO SPRING.
HATTIE HAS A GOOD TIME, WATCHING OUT FOR NEW HAT STYLES.
DON'T WIND YOUR WATCH TOO TIGHT, IT MAY CAUSE IT'S WIND-UP.
HOW MANY STOPS IN A STOP WATCH?
OL' JOHN DON'T



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Musical Matters

By R. B. Hurry

Correspondents wishing to draw attention to musical matters, or to ask questions, should address the writer, care of THE CHINA PRESS, *enclosing real names and addresses, not necessarily for publication.*

This article concerns a plot and its discovery. The exposure rests upon the methods of what is called, I believe, the "higher criticism," and on the sifting of "internal evidence." The reasons for the violence of language employed by opponents of any particular school of composition occasion a certain amount of speculation. I had been wondering if the extravagances of disciples and adherents were not doing even greater violence to current forms of speech, when I came upon what was intended to be a eulogy more crushing in its effect than any attack. The little differences between the Director of Russian Ballet and the critics over the comparative merits of Beethoven's music and the music of modern Russians are mild in contrast.

Mr. Darghaieff has been reviving the Stravinsky ballets "Petroushka" and "The Fire Bird." He has made the remark lately that Beethoven is a "petrifying mummy." The observation, though not obviously apropos, is picturesque. A critic who dissents from this opinion says that in that case the modern Russian composers are "stuffed donkeys."

All this is very jolly. Beethoven is safe, and the Russians may easily live down an epithet of that sort, which after all was prompted by a healthy and primitive sense of justice added to a lively spirit of emulation. They, the new composers, cannot so easily escape the devastating ugliness that wraps itself round the powerful pleadings of their admirers, or I should say (since my discovery) of those who wish to be taken for their admirers.

I am not going to quote the whole article for "Stravinsky and the Ballet" which I have read, and which I am happy to learn is "to be continued." I make some selections from it. The argument, if there is one, does not matter. Attention is only directed to the quality of the language, considered (I quote) "as the outcome of an acute sense of the qualities of sound as actually heard" or as a collection of letters of the alphabet "directly dependent on tangible visual presentation and appeal," which I take to be the modern way of saying, "either heard or seen." I do not possess the necessary sixth sense which can convey to me any distinct impression whatever. Perhaps some acute reader can enlighten me, and my "discovery" may be only a mare's nest.

Whatever you may think of the rest, we start off promisingly: "Clarity rather than profundity, in the abstract sense, is Stravinsky's predominant characteristic." Now for some "clarity." "His music is the expression of a certitude born of actual experience and empiric experiment; it is not an exhibition of erudition or dexterity acquired by learning alone." "In all creative directions he maintains his reason free from prejudice, feeling-bias, and obsessing habit, and works by direct scientific verification alone." We have the writer's word for this; but let us see. "Nor has he any addiction to the mathematical treatment of chords and musical structure such as are evinced . . ." (There goes my hope of the "scientific verification," or I'm a Dutchman.) Next we learn that "he only employs them particularisedly for a special and occasional purpose," (as you or I, reader, would employ words like centipedes for syllables) "and then only after experiment which shows them to be the most exact means of expression for what he, in such instances, desires to convey." I trust this is clear.

Had you thought about the ballet, reader? You see if you had. "Choreography, in its most developed forms and the potentialities they hold, is more concrete in a sense, more consistently tangible in substance and more direct in appeal than any other type of dramatic art." "The art of choreography, directly dependent upon tangible visual presentation and appeal, is free from any intermediary modifying verbal factor, such as dilutes the mood-essence of the literary drama." (Of course, this powerful article is fairly thoroughly "diluted" by the "modifying verbal factor.") We come to the last extract: "Hence, by reason of the plasticity of its principal ingredients, it is unparalleledly fluid in character, and has, therefore, a capacity for conveying extremely minute and subtle inflections and transitions of moods." This may be so. But the mood conveyed to me by this kind of thing is not at all "minute and subtle." It is a large and unsubtle desire to take a hammer and smash things. This is explained later: "For whereas words demand a definite concentration of the will to have their purport thoroughly grasped by the brain, the art of choreography affects the whole physique by a quickening of kinaesthetic ideas." It never occurred to me to call that homicidal impulse a "quickening of the the kinaesthetic ideas," but it "affects the whole physique," and is due doubtless to the peculiarity of "words" noted by our author.

Merely looking at the phrases of this article, there is no beauty to be discovered by the eye. On reading them aloud, the cat fled my presence, and I was left to admire my facility in a tongue quite foreign to that of ordinary speech in solitude. As for any beauty of thought underlying these weird signs and sounds, my brain was a lump of mud.

Then I saw, as in a flash, the whole depth of the conspiracy. It was written by the arch-enemy of modern music, and with one purpose only. Any reader with a grain of sense would swear never to hear another note by any Russian, living, dead or unborn who ever wrote a ballet.

So, seeing that this comes from the enemy, Stravinsky's ballets are things I still want to hear. But by the time these articles about them are "concluded," I may be the only reader who holds the key to the mystery.

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Two Forces At Work In Italy

(Continued from Page 14)

Giolitti, with the Treasury portfolio. The rest, with the exception of Admiral Sechi and General Albricci, are all men who disappeared from politics when Italy entered the war, save De Nava and De Vito, who held portfolios in the brief reactionary Boselli administration three years ago. There has been a clean sweep of the under secretaries, and men made efficient by the experience of the war have been turned out and replaced by waiting Giolittians.

While the nominal head of all, Francesco Nitti, a man of astonishing ability in constructive finance and industry, with the deadly gift of familiarity of a Mirabeau, as President of the Council, will direct the Ministers, and, as the holder of the portfolio of the Interior, the Prefects.

Meanwhile it may be asked why is it that Giolitti does not himself assume openly the power which he obviously employs in secret. The answer is partly to be found in the characteristics of the man and partly in the exigencies of the times. His four resignations from the Premiership reveal the fact, by the circumstances which attended his departures, that he has a penchant for governing from the outside. Moreover, although the Italian people may have forgotten the traffic in contracts and the Banca Romana scandals which formed part of the rule of Giolitti in the early nineties, they cannot so soon have forgotten the von Bulow-Giolitti correspondence of 1915, and the boss's flight to Turin.

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Mosquitoes, however, thrive in water so polluted that minnows die almost instantly in it. But the minnows will make ponds fairly free from vegetation uninhabitable to the "wigglers" of the mosquito, and even in those that are full of vegetation the number of mosquitoes reaching the adult stage will be very much reduced.

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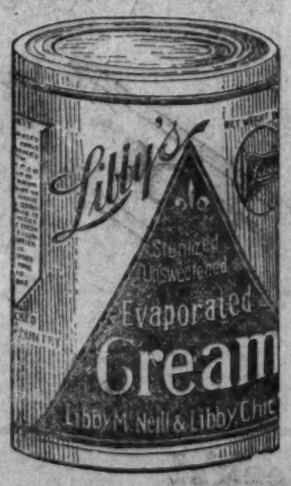

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Bill Before Senate Provides Millions For Export Trade

Measure Allows Formation Of Corporations To Extend Credits And Send Supplies To War-Torn Nations

Washington, July 15.—Senator Walter E. Edge of New Jersey today introduced in the Senate a bill which has been in preparation for some weeks, and under which it would be possible to form one or more huge American companies to provide capital for exporting American goods on a huge scale.

If the Edge bill, which is understood to have the support of Secretary Glass and the Federal Reserve Board, is enacted, it would be possible for the largest financial and business interests of the country to form a gigantic corporation, capitalised at hundreds of millions of dollars, to extend credits and supplies to the war-devastated countries of Europe.

"In furtherance of the foreign finance plan on which I have been working for some time," said Senator Edge, "I have introduced a bill which may be described as an enabling act concretely to provide for the financing of foreign purchasers of American export goods by American capital. It goes as far as I consider advisable at this time, although possibly a measure to broaden even this plan may be presented later.

"In effect, this measure provides for the Federal incorporation of one or more concerns to handle the composite commercial-financial business of the American export trade. Not only may such corporations exercise the ordinary banking functions, such as discounting and negotiating notes and drafts, dealing in bills of exchange, and so on, but they actually may advance cash to foreign purchasers of American exports, on such security, say as a foreign manufacturing plant or similar collateral. For instance, a manufacturing concern in Belgium may wish to buy raw material or other goods from America; under this bill such an American corporation as it proposes may take a mortgage on this Belgian plant and against it issue debentures, using the money raised on these debentures for payment to the American exporters for their goods.

"As every step in the transaction would be under the supervision of the United States Government through the Federal Reserve Board, such investments would be thoroughly safeguarded, and such debentures should prove an attractive investment to the ever coming hosts of American investors. This bill provides adequate, though minimum Government supervision, without Government participation or underwriting or guaranteeing. This principle of Federal incorporation was sanctioned by the Federal Reserve Board, and was enforced by the Senate, two or three years ago.

"The bill I have introduced is the result of conferences between Secretary Glass, Governor Harding of the Federal Reserve Board, and myself, and has the approval of the Federal Reserve Board. It in no wise conflicts with the Federal Reserve Board bill introduced by Senator MacLean and passed by the Senate this week, but rather goes a step farther than that measure, which permits national banks to invest up to 5 percent of their capital and surplus in concerns doing an international and commercial business.

"As I have said, such financing of foreign purchases is absolutely necessary to keep American industries going and their hands employed. Also, by lubricating American industries, it will provide cargoes for the American merchant marine and, finally, it will automatically preclude the imposition of foreign embargoes on American goods, as no country wishing to do business with us on such generous terms as we propose would dare generally to impose embargoes, or at least we, as the bankers, must be expected to exact our own terms."

Senator Edge's bill seeks to accomplish the objects stated through an amendment of the Federal Reserve act of December 23, 1915, by adding a new section which provides that "corporations to be organised for the purpose of engaging principally in international or foreign banking or other financial operations, or banking or other financial operations in a dependency or insular possession of the United States, either directly through the agency, ownership or control of local institutions in foreign countries, or in such dependencies or insular possessions" as provided by the new legislation "and to act when required as fiscal agents of the United States, may be formed by any number of natural persons, not less in any case than five."

Persons forming such companies must specify the objects for which they are formed, and must make a certificate setting forth the amount of capital stock and the shares into which it is divided. After duly filing the articles of association with the Federal Reserve Board, the company, or companies, shall have power, under such conditions and regulations as the Federal Reserve Board may prescribe, to exercise the powers proposed under the Edge bill.

The companies would be allowed to establish branches in foreign countries at places approved by the Federal Reserve Board, and, with its consent, to hold stock in any other corporation organised under the provisions of the proposed new legislation at home or abroad.

No corporation so organised shall invest in any one corporation an amount in excess of 10 percent of its own capital and surplus, and shall not carry on any part of its business in the United States except such as in the judgment of the Federal Reserve Board is incidental to its international or foreign business.

No corporation thus organised is to have capital stock of less than $2,000,000.

How Liebknecht And Luxemburg Were Clubbed To Death

Despatches from Germany the other day told briefly of the escape from a Berlin prison of Lieutenant Vogel, the military officer who had been convicted of killing Rose Luxemburg, the Spartacist leader. The nonchalant ease with which the flight was managed—a friend led him off to an automobile with the guards practically looking on—confirmed the general conviction that the entire criminal procedure instituted by the German government against the murderers of Liebknecht and Luxemburg had been a mere farce. The London Times prints now, in its survey of the enemy press, an account of the trial, reconstructing from the evidence presented the story of the murders. We read:

"The annals of crime contain no tragedy more grewsome than the deaths of Herr Liebknecht and Rosa Luxemburg, and the most fantastic records of the past reveal no greater travesty of justice than the proceedings of the military court which tried the persons accused. The trial lasted a week and was very fully reported in the German press. Nothing could give a clearer picture of the present condition of Germany than the story that has been revealed.

"Liebknecht, a Socialist member of the Reichstag, and Rosa Luxemburg, the leading woman Socialist of Germany, perhaps of the world, were extreme international Socialists, rebels against the present organisation of the world into nations and classes. They had been thorns in the flesh of the imperial government and had suffered obloquy and persecution for their opposition to the war. They had broken up the party organisations and when the Majority Socialists became tame supporters of the government they moved further to the left, drawing with them some of the best minds in German socialism.

"When the revolution came and was captured by a coalition of moderate Socialists and rapidly converted imperialists, the old figures under new designations, they rebelled against it and were deeply implicated in the Berlin riots. When these were suppressed they were captured by the government and placed in charge of a military division, the Garde-Schutzen Division. While in charge of these soldiers they were killed, admittedly by their guardians, and the body of the woman was thrown into a canal.

"The leading facts leaked out only gradually, and there was little inclination among those in power, and less among their predecessors, to make a fuss over the end of a pair of rebels. But these rebels were idols of the people, and their passionate sincerity had commended them to many prominent radicals whose support the government required. And so after months of waiting the government decided that some kind of trial was necessary.

"Herr Scheidemann remembered that the accused persons were soldiers, and that the peace had not been signed. The form of trial he selected was a court martial, the court being appointed by the Garde-Schutzen Division, to which the accused men belonged. The indictment was carefully drawn, and any issues which did not bear directly on the charges were excluded. The adherents of the victims were dissatisfied, and refused to take any part in the proceedings. The accused conducted themselves nonchalantly, one of them reading a newspaper when he felt bored, another eating sandwiches when he was hungry, a third playfully trying to get hold of some hand bombs which one of his chums in uniform happened to have in his pocket.

"On the evening of the murders, soon after sunset, Liebknecht and Rosa Luxemburg were taken to the Eden Hotel, where they spent some hours in charge of their guardians. There was apparently mixed company and a good deal of conversation, some of it animated, in which the two victims discussed and defended their views. Orders were received that they were to be transferred to the Moabit prison, and Liebknecht was taken to the back door of the hotel, where a military car was awaiting.

"As they were leaving, one of the company cried out: 'See that these swine do not reach the prison alive!' This gentleman, however, was a civilian, and therefore not amenable to the military court, and his case was not further inquired into. The evidence was accepted, apparently because it lessened the blame to be attached to Private Runge. This impressionable member of the guard, as soon as Liebknecht got into the car, aimed two blows at him with the butt of his rifle. One blow missed, the other cut his head open.

"Captain-Lieutenant von Pflugk-Hartung, the officer in charge, then got into the car. The reporters testify that this officer made a very favorable impression on the court. He was well groomed, alert, had a clear and sparkling eye, and gave his evidence in an open and attractive fashion. He said that he had taken quite a fancy to Liebknecht in the hotel, thought that for a Socialist he had interesting views and a good way of putting them. And so when he got into the car beside the clubbed man he drew his revolver and told him that he would shoot him if he tried to escape.

"Thus, chatting about socialism, they continued their journey, Liebknecht streaming with blood, but in the opinion of the captain-lieutenant not sufficiently wounded to make it advisable to have medical advice. Presently, in a dark corner of the Thier-Garten, the car stopped. Evidence was accepted as proving that the breakdown was genuine. Captain-Lieutenant von Pflugk-Harting neither sent for another car nor remained in the car until the damage was repaired, but turned his man out into the dark, and warned him that he would be shot if he tried to escape. Presently he was shot and killed, and evidence was accepted as satisfactory, from an examination of the body, that he must have been running away. The amiable captain-lieutenant was acquitted, with great applause at the verdict.

"About an hour later Rosa Luxemburg was taken to the front door of the hotel, where a car was waiting for her also. But there, for some reason that was not inquired into, Private Runge was also waiting for her. As soon as she got into the car he swung his rifle and clubbed the little lady twice on the head. This man did not please the court. In fact, every one was so much impressed by his criminal type—the picturesque reporters describe him in the language of Lombroso and call attention to the stigmata that disfigured him—that no inquiry was thought necessary as to why, having clubbed Liebknecht at one door, he should have been allowed by the officers of the Garde-Schutzen Division to be waiting for Rosa Luxemburg at the other. It was doubtful if his blows had actually proved fatal, and it was suggested that he was mentally defective. And so he was given two years' imprisonment.

"Lieutenant Vogel, the officer in charge of this party, then got into the car, accompanied by two other officers. It was unnecessary to warn Rosa Luxemburg not to escape, because the poor woman was as good as dead. However, she was shot through the head, according to the other officers, by Lieutenant Vogel, but, in the view of the lieutenant, by one of the other officers. He then had the car driven to a canal into which the body was thrown.

"Lieutenant Vogel did not make a favorable impression on the court, apparently, according to the reporters, because he wore a monocle and had not the fine, open manner of the acquitted captain-lieutenant. But it was accepted in evidence from him that he threw the body into the river to 'save the honor of the Garde-Schutzen Division.' And just as Private Runge escaped a verdict of murder because it was not certain that his blows had killed her, so Lieutenant Vogel escaped the verdict of murder because it was considered probable that she had died from the blows before he shot her. But he gave his evidence in a shamefaced fashion, and so he was given a sentence of two years and four months' imprisonment. Already, however, his escape has been contrived. A man in officer's uniform drove up in a motor car to the prison, presented a forged warrant and released the prisoner.

"The Freiheit, the organ of the Independent Socialists, is alone in denouncing the proceedings. The other newspapers think that in a case of this kind, where 'political feelings are concerned,' perhaps the whole story has not been sifted, but they are satisfied that substantial justice has been done.

"It is this Germany," the Times remarks in conclusion, "that is demanding immediate admission to the league of nations."

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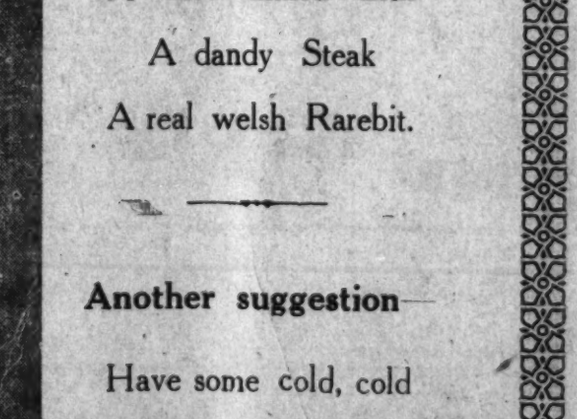

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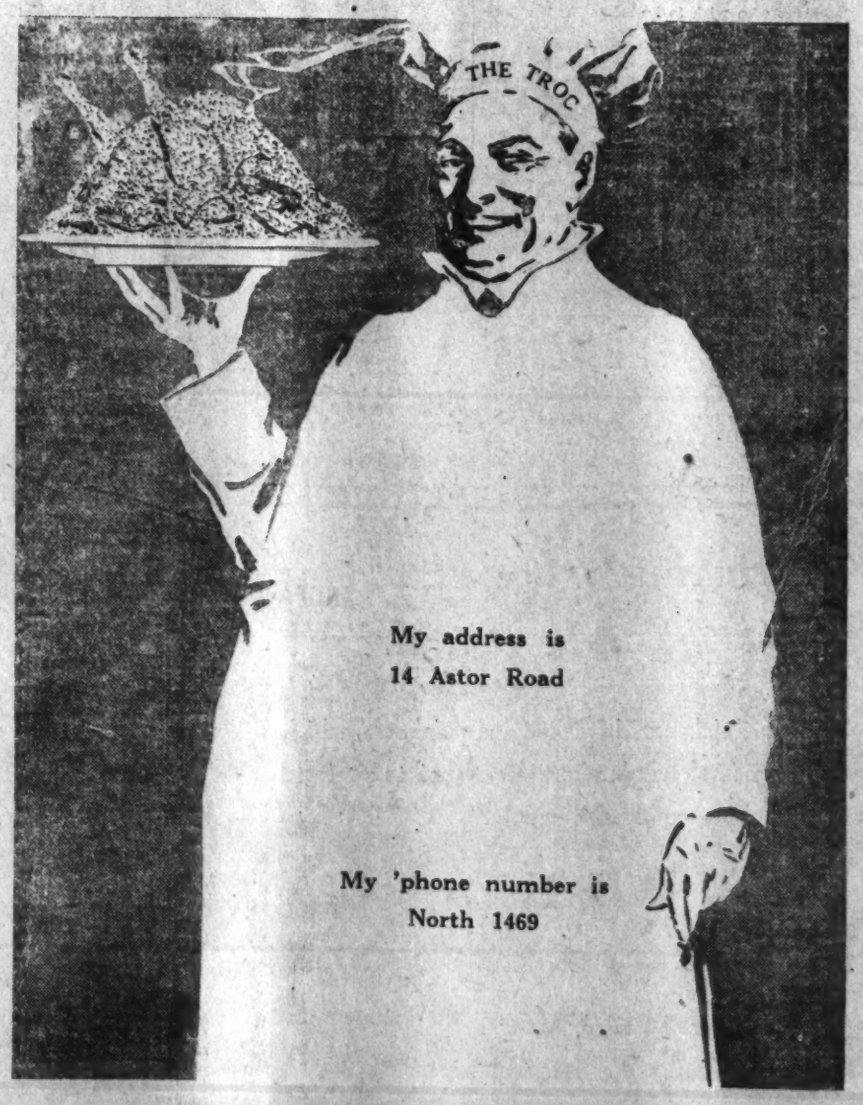

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Author Of 'J'accuse' Bitter Also At The New Germany

Charges Its Government And Peace Delegation With Knowing And Concealing Guilt

In an article headed "The Question of Guilt at Versailles," Dr. Richard Grelling, author of the famous brochure "J'accuse," in which the guilt for the world war was laid at the door of the German Government early in the European conflict, returns to an analysis of this question in bitter disappointment because the revolutionary German Government has still failed to consider it frankly and to draw the proper conclusions from it. The article, which appeared in the Freie Zeitung of Berne of June 11, a copy of which has just been received, derives added interest from the fact that immediately after the armistice Dr. Grelling hurried back to Germany to take part in the purging and reconstructive processes of the revolutionary Government and to co-operate with the Socialist Karl Kautsky in examining the secret German archives, with a view to publishing these to the world in the effort to bring to light the true origin of the war. This effort of Kautsky, however, was soon nipped in the bud by the Ebert-Scheidemann regime, which characterised such a publication as for the time being inexpedient.

In his article Dr. Grelling says:

"Truly there is no help for the unfortunate German people. All addresses and sermons since the beginning of the decline and the overthrow of the crowned criminals, ardent injunctions and warnings on the part of true lovers of their fatherland, have been merely so many words spoken into the wind, fallen on deaf ears and hardened hearts; also all attempts to say to them: 'Confess your guilt in the war; freely take upon yourselves all the burdens that have been put upon your opponents through the misdeeds of your former rulers. Free your conscience, purify the morale of your people.'

"The very make-up of the first revolutionary Government, with Ebert, Scheidemann, and Landsberg as People's Commissioners in the empire; Sudekum and Hanisch in Prussia, and a David, most stubborn champion of the 'war of defense' theory, especially in the Foreign Office, seemed to destroy all hope of an inner change in the German mentality, a voluntary confession, and honest repentance.

"With the departure of the Independents from the Government offices, these hopes were further and completely swept away. Thereafter there remained in the leading stations only compromised accessories after the fact, and the camp-followers of the Hohenzollern war of booty, voters of its credits, half and full annexationists, and men without exception who were defenders of the 'war of defense': Majority Socialists in trusty union with Centrum folk and so-called Democrats who in reality had merely drawn themselves closely together into a party with the most wabbling figures under the National Liberal flag and who had thereby dissolved what little backbone they still had into a mollusc softness.

Brockdorff-Rantzau Of Old Regime

"After our advices and warnings of months had proved futile, we tried a last attack against this official blindness on the occasion of the selection of the peace delegation. We succeeded, through the register of the reams of sin of the Davids, Erzbergers, and Scheidemanns, to keep at least these least fitted representatives of an allegedly renovated Germany away from the peace delegation. Landsberg, Giesberts, and Leinert took their places. The latter two were compromised not exactly personally, but through their part membership; the first, on the other hand, known unfavorably to all the world as the leader of the most nationalistic trend in the Majority Socialist Party. Count Brockdorff-Rantzau, by birth and sentiment representative of the old regime, by sudden confession, a November Democrat and revolutionist, was and remains the head of the German peace delegation.

"With the tongues of the angels we spoke and warned: 'Send uncompromised men to the peace negotiations, men who from the very first instant opposed the Hohenzollerns and their criminal war, men who have fought and suffered for their convictions. If, indeed, anything at all can be saved from the German shipwreck, it is only such men who will be able to pilot the fragile German bark after a fashion safely into the harbor of peace.' All in vain.

"With assiduous care all pacifist and socialistic opponents of the war were kept far from the German peace delegation as they had been from the republican Government. As an 'advertising bailiff' there was nominated for the peace delegation Herr Dr. Schucking, who—like other German pacifists such as Quidde and his consorts—had not exactly drunk deep drafts from the horn of the 'defensive war,' but who on the other hand had taken good care not to admit in frank words the guilt of the Hohenzollern Government in the outbreak and the prolongation of the war. Apparently to counter-balance the nomination of David as Under Secretary of the Foreign Office, there was delegated to Karl Kautsky the arrangement and publication of the diplomatic documents concerning the events before the war. But when the publication was ready for printing, the request of Kautsky was refused as inexpedient at the time, and the publication of the document was postponed to the Greek Calends.

Demand For Revolutionary Court

"Ever more urgently and ever again since the beginning of the revolution have we German opponents of the war demanded the establishment of a German Revolutionary Tribunal for the condemnation of all those guilty in the war, from the Kaiser down to the last press lackey. And what has come of it? That farce of a Court of State, which, in addition to the five Presidents of the court taken from the old bureaucracy, designates ten proprietors as judges, elected by the National Assembly and the Committee of the States; that is to say, goats who have been invested with the functions of the gardener who was to guard against their depredations. That farce of a Court of State which has no jurisdiction to call the crowned heads chiefly guilty before its tribunal, and which can impose as maximum penalty permanent disability to occupy public office and deprivation of the passive right to vote!

"Everywhere facade without real content, everywhere sand strewn into the eyes of the unhappy German people whom they have cheated through the four years of war and think they can continue to cheat for countless years of peace.

"The conventional lie about the 'war of defense' rages on, just as before, and as if we had not lived through an overthrow of the war criminals, a revolution, a birth of a German republic. The conventional lie, I say purposely, for I assert, as I asserted in my books and writings during all the years of the war, that no one among the leading German military men, diplomats, politicians, and journalists—no one since the beginning of the war has had the slightest doubt concerning the fact that Kaiser Wilhelm and his folk consciously and purposely brought on the European war; that they utilised Austria-Hungary, and the Servian conflict as the battering ram and excuse for bringing on the war, and that knowingly, out of a long prepared and easily demonstrable plan to be seen in the Pan-German press and literature, they fraudulently represented the Hohenzollern conquest to the German people as a war of defense. I have published the proof of these assertions of mine in thousands of printed pages. In doing so I nowhere relied on mere anecdotal material, as it is called, which could be quoted in great volume, but have based my proofs solely on the published and officially furnished testimony and original evidence.

Delegates Know Guilt

"Not one of the men now serving as a representative of the New Germany at Versailles is ignorant concerning the true origin of this war, ignorant of the exclusive guilt of the Hohenzollerns and their accomplices, the heavy accessory guilt of the former wielders of power in Vienna and Budapest. And, in spite of all this, every one of them denies—after explict or tacit agreement—that the past pilots of the German State had the sole or even the chief responsibility for the war. It is hard to understand under such circumstances why the Davids, Scheidemanns, and Erzbergers were kept out of the German peace delegation. Worse than Count Brockdorff-Rantzau and Landsberg, even Scheidemann and David could not have wrought in Versailles.

Brockdorff's Evolution On Guilt

"It is interesting to follow the evolution that Count Brockdorff has gone through in the few weeks of the Versailles negotiations with respect to the question of responsibility. In his speech of acceptance before the National Assembly on Feb. 14 he characterised the attitude taken by Germany at the Hague Peace Conference toward both the fundamental questions of international arbitration and limitation of armaments as a 'historic culpability for which our entire people must now make expiation.' But he added that this confession of sin should in no way contain also a confession that Germany alone was responsible for the world war. In his first speech at Versailles, on May 7, before the European Areopagus, he brought out the confession of responsibility from the past in an already very weakened form, but emphasised on the other hand that the German people had been 'convinced' that it was waging a defensive war, and that the acceptance of sole responsibility for the war would be a lie in his mouth. As to the decisive factor that caused the war, the leader of the German peace delegation dared to utter this statement: 'The Russian mobilisation deprived the statesmen of the possibility of healing and gave the decision into the hands of the military powers.'

"This motivation, apparently, suffices even today for the modest needs of the German people for enlightenment concerning the genesis of the war! All the proofs, running into many volumes, that the Russian mobilisation was no aggressive act, but an act of safeguarding, that the Tsar and his Foreign Minister had agreed to all proposals for an understanding, no matter from which side they came, that they themselves had proposed—but unfortunately in vain—all possible suggestions for a settlement (in the first place the placing of the dispute before The Hague Tribunal), and that until the last moment they gave the sacred assurance that they for their part wished to declare no war and to undertake no aggression—all these palpably uncontrovertible documentary proof of the Russian innocence of the war simply do not exist for the German Minister of Foreign Affairs.

The Lie Of Russian Mobilisation

"Has the German Minister of Foreign Affairs never had a dawning suspicion that the Russian order for general mobilisation of July 31 was not the cause of the conflict, but only the result of the diplomatic and military events that had taken place since July 23? Did not, in addition to Russia, Servia also in its answering note of July 25 propose the settlement by The Hague Conference, or by a conference of the great powers of the few points, to which it had not given its assent in the Austrian ultimatum? Did not Russia as well as the other Entente powers and Italy from the very first moment give its consent to the proposal of the London Conference of Ministers? The same conference which Germany and Austria, coldly smiling, declined? Did not Sazonov declare himself ready as a parallel action with the conference of Ministers to enter into direct negotiations with Austria—negotiations which Count Berchtold on July 28 declined in harshest manner? Did not the Russian Foreign Minister on the night of July 29 to 30—that is, immediately after the Tsar's proposal as to The Hague Tribunal—dictate to Count Pourtales a formula of agreement that demanded nothing other than the elimination of the ultimatum demands that infringed on the sovereignty of Servia, and agree as a reciprocal concession on the part of Russia to cease all further military preparations? And what became of this proposal of agreement that was transmitted to Berlin more than twenty-four hours before the Russian order for general mobilisation and was even recommended by Count Pourtales? Herr von Jagow declined the proposal as 'inacceptable pour l'Autriche' offhand—without further inquiry at Vienna. (Orange Book No. 60. 63)

"But what is particularly grave, not only as showing the guilt, but also as showing the consciousness of guilt on the part of the German Government, is this: That Sazonov's proposal for an agreement—one of the cardinal points in the entire discussion of responsibility—is mentioned neither in White Book nor in the Red Book, and is either hushed up in the declarations of German Government men or—recently in Jagow's untenable writing of defense—reproduced only in forged or mutilated form.

What Hope In Deception Now

"* * * Whom does the leader of the German peace delegation expect to convince or to deceive with such a manipulation of history as he dares attempt before the whole world? Does he think that thereby he is doing a service to the German people or the German cause as far as the victorious opponents are concerned? He could do nothing more mistaken than to try to assail the question of responsibility before the Versailles gathering, which is fully as familiar with it as he himself, and then even to attempt in this miserable fashion to ascribe the outbreak of the war to the Russian mobilisation rather than to the German will for war.

"But this deeply mistaken presentation of history is not the end of the Brockdorff attempts at defense. In his letter of May 13 to Clemenceau, Count Brockdorff emphasises anew that this war was 'ever a war of defense in the consciousness of the German people,' but now adds as a variant and crescendo of his former exculpation the sentence: 'They, (the German delegates,) are unable to ascribe to the former German Government the sole or chief blame for the war * * * No proofs are adduced for this.' Here we see not merely a lance broken for the German people, but a direct campaign of defense undertaken for the advantage of the criminal regime that has plunged Germany into this unprecedented calamity. Not even the Kaiser, his generals, his diplomats, and Pan German chorus leaders are to bear the blame for the war. The 'Russian attack,' which is thereupon again in the note of May 23 represented as the real cause of the war, is to unburden Germany's wielders of power of all blame. Wherewith Count Brockdorff-Rantzau has almost reached the standpoint of another Count, namely Count Raventlow, who, in an article of May 5, rightly recognises the bearing of the question of guilt on the peace terms, but who skillfully and piously maintains the thesis that a German peace of force would have been justified, because it would have been supported by 'the known and grievous guilt of the hostile European coalition in the war,' but that for the same reason a peace of force dictated by the opposing side on the other hand would have been damnable as against an innocent Germany!

Allies Justly Suspicious

"This is the way the German representation at the peace negotiations sizes up. And then we complain because our opponents are unwilling still to give confidence to the new Germany, that they wish to surround the future of the world with a wall of guarantees against a Germany that has been neither repentant nor inwardly changed. The peace conditions are hard, in many points extraordinarily hard, and I am the last person who would wish to make himself a defender of this peace structure. But a part of this harshness, at least, is without doubt to be attributed to the fact that the German people has had neither the insight nor the strength to shake off, from the first moment of the revolution all that was linked up with the old regime and guilty or an accessory to the guilt of the monsirous crime of loosing this war—to shake all that resolutely from its skirts and to show itself to the world a new spirit as well as a new dress."

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New Light On The Part Played By Wilson At Peace Conference

By Frank H. Simonds

Every circumstance of the President's foreign mission has in recent months been subject to so much controversial comment that it is difficult in the extreme to discuss this visit without seeming to join in the controversy. Yet it is patent that there was a fact, that there were many facts, about the stay of Mr. Wilson in the French capital which can be described as they existed without reference to the domestic political differences at home, just as misapprehensions exist at home which can be explained away without dealing with the main issues of partisan dispute.

For example, when I landed in New York the newspapers were filled with the terms of the preliminaries of peace, which had several weeks before been served upon the Germans, and the Republican half of the Senate was criticising an apparently unsuccessful effort of the President to withhold these terms from it and from the American public. But the fact was that Mr. Wilson had tried frequently and earnestly to have these terms published. He had urged such publication from the very hour when they had been served upon the Germans, believing and declaring that the people of the world were entitled to know what the Germans knew as a matter of right.

Wilson Did Not
Delay Peace Plans

But there is a much larger field of criticism of the President, which rests upon misapprehension. There, seems to be a widespread belief in this country that the President by his incessant urgings of the League of Nations actually delayed the progress of settlement of terms upon the material problems. This is totally inexact.

When Mr. Wilson reached Europe, in December, he did not find France and Britain with programs arranged or with policies agreed upon. On the contrary, neither country had framed a program jointly or separately. Britain, under Lloyd George's impulsion, had gone through the throes of an election, which had consumed all the energies and attention of its statesmen; France was wrestling with the grim problems of reorganisation—temporary, incipient reorganisation after four years and a half of invasion and devastation.

More than this, the President did not bring his League of Nations plan to Europe and force it upon a reluctant or hostile conference. Before he had even reached Europe Great Britain had decided to champion this great experiment, and many British ministers had taken their turn at devising actual machinery, for the President had not gone beyond the vaguest conception of a world league.

French Had Framed
No Peace Program

If the French were frankly incredulous and openly critical, they were, on the other hand, totally unready with a program for the peace conference, and their own plans were not disarranged by Mr. Wilson's purposes. At all times and under all circumstances the League of Nations part of the business of the peace conference was in more advanced shape than the balance, nor was the attention of the conference diverted from actual peace making by this detail.

When the President reached Europe he received one of the most astonishing welcomes ever given to any public man in history, probably without precedent. He was hailed with enthusiasm by millions who saw in him the promise of a new age, without any clear notion in their own minds as to what this new and golden age was to be, but with a plain and poignant appreciation of what the world they lived in had been in recent years.

For a moment the President was the most popular man in Europe. On the whole he lost nearly if not all of this popularity in the following months, but not all of the responsibility was his, although in the case of France it was largely personal. And the decline in popularity of Lloyd George and Clemenceau was at least proportionate.

The mood of the masses was something quite different from what has been asserted. These masses had fought the war through; they were dog-tired with the agonies and sufferings, they hated this recent war, they hated all wars, they wanted peace and the millennium, but they did not want to pay the price, if any price could contribute to the end desired.

Lost Their Sympathy
By A Single Action

All this the President was to discover the moment he undertook to apply cold logic to the claims of the French, for example. Actually, he discovered it even before this, for within one month after he reached France he had lost French sympathy forever by a single action. All France, every French man and French woman demanded, expected, awaited, a Presidential visit to the devastated areas. France desired that Mr. Wilson should see her wounds, that he might better appraise German offendings and therefore deal with them more severely. Seeing what the Germans had done in all the industrial districts of the north, the French believed Mr. Wilson would the more readily accept French estimates of the bills Germany must pay.

On his part, however, the President promptly and firmly declined these invitations. He explained that he desired to act without passion and that if he saw Flanders and Artois he might "see red" where it was essential to see without emotion. The refusal marked the immediate end of Mr. Wilson's popularity in France. The breach was final and irrevocable. Thereafter he disappeared from the thoughts of the masses of the people; henceforth he was no more than Orlando or Lloyd George, a visiting statesman.

The truth which certain glib commentators do not seem to appreciate yet is that Mr. Wilson never was master of the Paris conference, and exercised a steadily declining influence as the debate shifted from general questions, like the League of Nations, to specific problems concerning Europeans directly. He came to Europe with a very clear idea in his own mind that by applying his fourteen points quite literally and following them up with a League of Nations he could put world peace on a solid foundation. He discovered very promptly that his fourteen points were really no points at all, since they could be used effectively by both sides in any real controversy; he discovered that the millions who cheered the idea of permanent peace turned from him with cold hostility when he demanded of them sacrifices which to him seemed essential to obtaining such peace.

There came a time, then, when Mr. Wilson had to choose between doing the best he could and coming home and leaving Europe to fight it out. He is gravely criticised by so-called liberals for electing to remain in Europe, but in the main this criticism is accompanied by the assertion that had he actually started for home the governments which existed would have come crashing down and new governments would have replaced them and done as he advised. Here again is the familiar argument that Mr. Wilson was in fact master of the situation, if he choose to use his power, but the fact is quite different.

Might Have Caused
Upheaval In France

If, for example, Mr. Wilson had quit France because he was displeased with the French demands in the matter of the Saar, it is conceivable that Clemenceau might have fallen, not because of the opposition of the mass of the French people to the Saar claims; quite the contrary; he would have fallen because in the difficult months of the winter and early spring all conditions in France were extremely bad and the people who suffered from the inescapable consequences of the war held the Ministry responsible. But if Clemenceau had fallen then there would have been a prompt drift to the radical left. Bolshevism all over Europe would have received an instant stimulus and heaven knows that in that time it needed no stimulus.

Wreck these the President might have, in all the difficult months, when Bolshevism was marching westward and internal misery and anarchy growing out of the war were supplying fresh tinder for Bolshevistic fires. But more than this he could not do. His liberal critics assert that he might have drawn strength from the radicals of Europe but they do not recognise, as he had to, that such strength was slight and that the men with whom he was debating terms would be turned out of office if they conceded all or most of what he was asking them to concede. It was always possible for Woodrow Wilson to become the Bolshevist leader in Europe: he had only to break with Lloyd George and with Clemenceau to replace Lenin and Trotsky, and unquestionably Bolshevism would have gained instead of declining in the following months.

Mr. Wilson's gravest mistake, in my judgment, lay in his original misapprehension of the real facts. He thought, he believed, that there would be a peace of conciliation; he believed the mass of the plain people of the world were prepared to make any sacrifice to bring this about, and he believed that the fourteen points and the League of Nations would take care of everything. Not only did he believe it, but he proclaimed the fact, and many people who heard him also believed it. Then, when it became perfectly clear that Europe was still Europe and that no American solution, based largely on a mixture of sublime faith and appalling unfamiliarity with the underlying facts, could or would be permitted to solve anything, he was attacked on all sides by those who had accepted his original statements.

Believed He Could
Settle Questions

Mr. Wilson encouraged the idea that he could go to Europe and solve this problem, settle all these questions. He undoubtedly believed this, and many of his followers believed it, also. Once in Europe, he found that all he could possibly accomplish was to get the best possible organisation of the League of Nations and hope that out of it would develop a method for avoiding wars.

But if the President is being attacked by one wing for having failed, for having stayed in Europe instead of quitting and coming home, thus bringing about a general crash, it seems to me he deserves the approval in this respect of all thoughtful men and women who do not believe that even Bolshevism from one end of Europe to the other, with possible spilling over into America, was a small price to pay for putting certain liberal or so-called liberal ideas into effect.

If Mr. Wilson, when he found Clemenceau and Lloyd George could not follow his ideas without failing, had quit Europe I firmly believe that there would have been Bolshevistic explosions from the Channel eastward and perhaps in Britain. Germany might yet have won the war and France, Italy, Europe, have been ruined.

Won Friendship
Of Clemenceau

Facing the dilemma, the President stayed and made such fight as he could for his program. Clemenceau told a labor delegation just before I left Paris that he did not believe any one could have made a better fight and—odd circumstance—Clemenceau, who began by sneering openly at the President, has ended by feeling for him a considerable measure of respect and liking. I have heard more than one Frenchman of real weight say that in the end France would be glad that the President had come to the peace conference, because his had been a usefully moderating influence.

Criticise Mr. Wilson as one may, it is still necessary to recognise that at a task, which to be sure was self-chosen, he worked with an energy and fidelity beyond question. He was at it night and day. His was, in a sense, a pathetic figure. Popularity, such as had come to him in the first hours of his stay, disappeared; he was remote, he had not the capacity for making friends and he had an infinite capacity for being misunderstood. Paris by turns laughed at him and passionately criticised him, misinterpreting his adhesion to academic notions as in fact actual championship of Germany.

In the end, the treaty terms which were made amounted to a recognition of the reasonable and the rejection of the extreme claims of all the nations at war with Germany, so far as Germany was concerned. Had the President had his way they would have been milder, had he not been at the peace conference I am certain they would have been more severe. But they were European terms pure and simple, as they were always bound to be. The President had not dominated the conference. He could not dominate it. He had found himself in the presence of an unyielding opposition when he threatened to go home, if his associates did not yield. He then declined the opportunity to turn the world over to Bolshevism because he could not have his own way, and for this he is now being assailed by American parlor Bolshevism, which begins and ends with the assertion that Mr. Wilson could have had his own way and that he is to be blamed, therefore, for not producing that millennium. To be sure he more or less promised this thing, but it was impossible at all times for reasons which are themselves the explanation of a thousand years and more of European and for that matter human history.

Just What Is A Nation?

(Continued from Page 14)

feeling which is the birthright of every English or French boy, but we are sure that the "melting pot" will do its work and the time is coming when every one in America will think of America as his motherland—America and none beside.

Then, a nation is made by its language. Language and race are really very closely related, but people who belong to different races and speak the same language can really live together better than people who belong to the same race and speak different languages. Language binds us together in all sorts of wonderful ways. Those who speak the same language are friends by right of their common tongue; their words are bonds, and not barriers, and through the virtue of their common speech everything which they do tends to bring them still more closely together. The first thing a conquering nation does with a conquered people is to try to make them change their language and forget their mother tongue, and that always breeds bitter discontent. It is impossible to say in a sentence what the English language has meant to the English people or the great part it has played in making England what she is.

A nation is made also by its Government, laws and institutions. It would be possible for a people to live in a land which they knew and loved, to belong to the same race and to speak the same language, and yet not to be really a nation had they no Government of their own, for it is through their sovereign Government that they belong to the family of nations, asserting their rights, securing the respect of others, and taking their proper part in the conduct of the world's affairs.

Governments are made by the temper and ideal of their people, and in turn influence greatly the ideals and temper of their people. Some nations seem to prosper best under the rule of Kings, others have no use for Kings—they love best to govern themselves, but under any circumstances the Government is a necessary part of the life of a nation; and so with law. The English have one system of law which really came to them out of the northern forest, the French another which they have inherited from Rome itself, and it is easy to see, though not easy to briefly explain, that a nation's life is very greatly influenced by its laws.

Beyond this a nation is made by its history, by the experiences, that is, of the centuries, by what the people of a nation have done or borne together, by their struggles for liberty, by their growth in wealth and commerce. The past of a people belongs to every newborn child; every American boy owns the whole history of America. It makes him what he is, its heroes are his heroes, its glory his glory. The spirit of his nation is about him like light and air. It helps him to understand himself as belonging to something so great that he can only be proud of it, exalt it as the supreme loyalty of his life, and pass it on to others still more enriched.

A nation is made also by its musicians and by those who build its cathedrals, its palaces, its monuments, by those who paint its pictures, who write its poems and create its literature, for these help the people of a nation to understand themselves, quicken their pride, and give them a common soul.

And above all a nation is made by the hard things which its people have shared together, by remembered sacrifices and shining heroisms, by great leaders in whom all the nation seems to live again as the America of the revolution lived in George Washington or the America of the civil war in Abraham Lincoln. Indeed our heroes and leaders reveal us to ourselves. Abraham Lincoln is a better definition of America than all the words in all the dictionaries.

A nation, then, is a body of people living in a land which they love, sharing the instincts and characteristics of a common race, bound together by one tongue, having a government of their own which is respected and recognised among the nations, with their own peculiar laws and institutions, with their own history, their own honored and loved leaders; their own high and heroic memories, a flag which symbolises all the rest, a name rich in meaning, and a consciousness of destiny and force too great to define.

Now, it is impossible to overestimate what this means either to the citizens of any nation or to the world. Within their own frontiers the people of a nation live together as friends and brothers, they are taught to seek the same things, to defend and safeguard the nation, to exalt and enlarge it. Nations compare themselves with other nations, meet them in commerce and statecraft, in friendship, or in war, and so in the end great nations of the world today gather up in themselves the greatest forces in the world. We could not live without them. America means too much to every American boy, France too much to every French boy, for them ever to think of America or France as ceasing to be. We should feel as if the sun were taken out of the sky if we had no motherland; we know that we owe to our native land the greater part of what is really worth while in our lives.

We do not want, then, to see nations destroyed or their spirit impaired. We want rather to see every nation enriched in the great qualities of national life and service and yet to see the unjust ambitions and the undue pride of the nations so restrained that no one of them shall do harm to the others and that they may live together not as enemies but as friends. A world in which the nations are always fighting together would be desperately unhappy, but a world in which each nation would bring its distinctive character, its wealth, its achievements, nay, its very soul into such an international fellowship as would make us all comrades is an ideal which today lies like light along the horizon of the future. The League of Nations proposes to safeguard the spirit of nationality and at the same time to consecrate it to something greater than itself by bringing the nations together in an organisation which has its own great laws, its own great courts and its own great ways of enforcing international rights and obligations.

It seems to many of us that this is really the end toward which forces of history have been working for centuries and that we cannot be sure of unhindered national development, any nation of us, unless we are willing to try to create a true family of nations. A world in which each nation may go on through the years living its own life, respecting the rights of other nations, and contributing its own part to an ordered and peaceful world is an ideal so great that every one of us might well be proud to live for it and, if need be, even to die for it.

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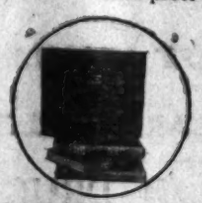
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A Trans-Atlantic Flight That Failed

Recent Successes Recall Famous Attempt Made By Walter Wellman In His Dirigible In 1910

(*New York Tribune*)

There is an elderly, quiet gentleman living on Washington Heights who is conclusive proof that New York City and the rest of the world has a twenty-four-hour memory or less.

His name is Walter Wellman, and in 1910 he attempted a transatlantic crossing in a dirigible. Clippings from newspapers in the files a bit yellowed around the edges and dated between October 15 and 19, 1910, give him between two and four columns on the first page.

About that time Mr. Wellman, of Washington Heights, and five companions were suspended over the Atlantic Ocean in a dirigible balloon, wondering whether their destination, determined by fate and the winds because the "stabilising" apparatus was working badly, would be Europe, the Azores or Davy Jones's locker.

Mr. Wellman started other things before he started on his flight over the Atlantic from Atlantic City on October 15, 1910. In 1879 he started The Cincinnati Evening Post; in 1894 he started for the North Pole and reached 81 degrees north latitude; in 1898-1899 he started again, and discovered many new islands, reaching 82 degrees north latitude; during the spring of 1906 he started in the airship-exploration operations.

The America was born, built and blown in 1909. On August 15 of that year the pioneer was prepared to fly with three companions to where others had died in venturing.

'Never Out'

For four years Mr. Wellman had worked toward and planned for this trip. He was certain that everything was in readiness for a successful flight. Two automobile sledges were to roll beneath the dirigible, to continue the party on its way if the thin air deprived the balloon of its buoyancy.

The America got about thirty-two miles away from its point of beginning. Because Mr. Wellman was not killed he merely regarded his failure as a temporary setback. The Salvation Army recently described his feelings in its campaign phrase, "A man may be down, but he's never out." Certain it was that Mr. Wellman came down.

During the early months of 1909 he considered and rejected numerous projects, until his active mind wandered out across the Atlantic and he determined to follow it in the America. Word swept over all the continents that it would be the "America first" over the well known bounding main.

A huge repository for the dirigible was reared at the juncture of an inlet and the sea. A crew which appreciated death in exchange for adventure and fame as much as did the master of the aircraft was recruited. Melvin Vaniman, famous as an engineer and balloonist, who, one year later, plunged to his death when a gas bag exploded hundreds of feet in the air, was selected as chief engineer. J. Murray Simon was the pilot. A daredevil youth named Jack Irwin, an Australian, enlisted as wireless operator, and Albert L. Loud, another careless young man, as assistant engineer, and John Aubert as an engineer rounded out the crew.

On September 3, 1910, the airship was practically ready to take to the ozone for the European journey. Its destination was marked out no more definitely than England, France or Spain and anywhere in these countries, as it was understood by the crew that the mechanical propulsion of the ship could be overwhelmed by any great or near great ocean air currents.

Like A Cigar

The ship was the nearest thing in shape to a cigar which aeronautics has produced. The gas bag was 228 feet long, its greatest diameter was 52 feet, and its contents were 345,000 cubic feet of hydrogen gas.

Eighty tons of sulphuric acid and sixty tons of iron turnings combined in tanks generated the contents, which was twelve times lighter than air. When full the gas weighed 2,150 pounds and displaced air weighing 25,800 pounds.

The contents were well clothed. The balloon itself was composed of three thicknesses of cotton and silk, gummed together with rubber, weighing 4,850 pounds, and reducing the carrying power of the ship to 18,000 pounds.

The car, or as the professionals of the air game call it, the nacelle, was "all first cabin and many yards wide." It was 156 feet long, made of the highest grade of drawn steel tubing and inclosed in rubberised silk and cotton canvas. The tubing was adjusted in trusses, wide at the top and tapering toward the bottom, ending in a wooden walk 19 inches in width. The gasolene tank welded and of drawn steel, was 75 feet long, 18 feet in diameter, and divided into ten compartments. Each compartment contained about 125 gallons of gasolene.

Storage batteries, fed by the engines of the craft, provided current for electric lights and a complete telephone system. A gasolene stove was installed for cooking purposes.

Largely for experimental purposes—Mr. Wellman's trip was to be in the interest of science—an equilibrator, or stabiliser was attached to the craft. It eventualy proved the undoing of the venture, but to the thousands who viewed it as the ship rested twenty feet in the air for more than a month it was one of the most absorbing features.

Its purpose was automatically to regulate the upward and downward course of the ship. It was composed of thirty hollow steel cylinders connected with each other on a universal joint, giving it the greatest flexibility. When the sun heated the gas, the theorists contended, the ship would have a tendency to ascend. But the stabiliser, normally floating on the surface of the sea, would object to the ride in the air and hold the plane to a respectable level. Incidentally, the cylinders of the equilibrator were filled with a reserve supply of gasolene, making the total gas supply of the craft 1,800 gallons.

The Engines

The engines were not, quite naturally, of as vital importance as they are to the planes now during the journey. They were three in number, two eight horsepower affairs and one ten horsepower service engine. The four propellers were placed one on each side of each engine.

For forty days the above described America hung about Atlantic City while caricaturists and columnists crudely and gracefully hinted that Mr. Wellman might be contemplating vaudeville instead of transoceanic travel.

A few wheelchairs were creaking along the boardwalk at 7 o'clock on Sunday morning, October 15, when announcement was made that the America would depart that morning, the winds concurring. Like the news of divorce proceedings, the tidings swept the resort. Thousands gathered to where the ship strained at its ropes in the slightly freshed breeze. Nearly one huhdred policemen, firemen and life guards held the giant cigar steady. The crew climbed aboard.

They're Off

"We are going for a trial," Mr. Wellman shouted, "and if the going is good, we are going up and over the ocean."

The crowd instinctively recoiled before the restless rolling of the ship. The army of strong men below released their hold on the ropes. In the arms of a crisp zephyr the ship of the sky rose fifty feet in the air and floated off toward Europe. The trailing chain of tanks comprising the equilibrator clattered and tinkled before the playful attacks of the small waves and rattled the only farewell.

Only a tiny motorboat buffeted the breakers and followed in the uncanny shadow cast by this new thing. It returned after a few breathless minutes and passed the world that Mr. Wellman was going quite comfortably to Europe.

The crowd did not break up and scatter to its round of assorted pleasure. The wireless station was the hub of a nervous, inquiring throng. After three hours came the first message from the America. "Going northeast by east; still in fine shape," the crowd read on the bulletin board.

Sunday afternoon waned and no further message was received. Monday slipped by and Wellman and his crew and craft still remained silent. Incoming steamers reported no sign of the dirigible. Hope was old on Monday night when a brief wireless from Wellman announced that the theoretical equilibrator was not proving practical at all. It was straggling along like a poor relative and straining the big craft in a manner which made Europe seem very far away, he wirelessed, in effect. On Tuesday morning the Royal Mail steamship Trent bobbed up before the world in a prominent role by announcing it had picked up the heroic crew from a very sick balloon.

The Rescue

The crew had been rescued four hundred miles off Cape Hatteras, but the airship had covered, in all directions, over one thousand miles, breaking and making the world's record for time and distance of a dirigible's flight.

After passing Nantucket Island, the craft had proceeded 140 miles east by northeast, with the motors unused. At 9 o'clock Sunday night the wind shifted into the northwest and took the balloon in that direction at twenty-five miles an hour, with the equilibrator doing little equilibrating, but everything else.

"As the lower end of it rode the heavy seas which had been kicked up by the stiff breeze," said Mr. Wellman, "it jerked shockingly on the lines which held it to the America. Under this stress the ship set up a rolling motion which added to the strain and threatened the entire destruction of the craft if long continued.

"It was a dreadful night for the men aboard the ship. There was much to be done to ease the strain and all did everything possible. At times some would become exhausted and one by one the men would sleep for a time. They went to their hammocks expecting that they would awake to find themselves in the ocean, but all they wanted was to sleep, and they did so."

On 3 o'clock Monday morning the motors were started and the course was set for the Azores. But the wind played another scurvy trick and came at the ship from the northeast, the pilot this time determining to make for the Bermudas. The motors were again shut off. After a trying day Monday Mr. Wellman wired that night:

"The weather turned cold and the change of temperature so affected the lifting power of the gas in the great bag that we found it necessary to jettison more of the gasolene and part of the machinery which had been damaged, in order to keep above the waves.

"It was 5:07 o'clock this (Tuesday) morning when we sighted the lights of a steamship which afterward proved to be the Trent. Irwin signalled with a lamp by Morse code 'Stand by we need you.' She soon neared us and in looking down from the America we could see hundreds of people on her deck looking up at us in wonderment.

"As the Trent approached us we were 300 feet above the sea, but it was apparent we could not hold that altitude long. When she came beneath us one of our crew slashed the canvas covering of our car and lowered a line, which the men aboard the Trent endeavored to catch. Just when it appeared probable that the line would be caught, a gust of wind whirled us away, carrying the line out from the steamer.

"Many times the line was lowered, each time there was a scramble, when the wind would catch us and push us away. Finally the line was caught and made fast aboard the ship, but a strong gust of wind parted it and blew us away. The ship followed us, undiscouraged, but it was evident that this plan would not do. We gave the signal for her to stand by to pick us up, for we would take to the lifeboat."

Mr. Wellman described the delicate task of launching the boat and its narrow escape from destruction. Released from the weight of the lifeboat and crew, the thousands of dollars' worth of America melted into the distance.

So the quiet old gentleman—he was born in Mentor, Ohio, November 3, 1858—passes his years on Washington Heights and reads of overseas flights attempted and accomplished by other daring souls.

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John Bull Does Cooking For His Women Folks

How The National Kitchens, Started As War Experiment, Are Working Out

London, England, June 27.—England's national kitchens, established supposedly for the duration of the war, are to go on. It was when all the ablebodied housewives were at work in the munition and aeroplane factories, on the 'buses, trams and railroads that John Bull was moved to roll up his sleeves and go into the kitchen and see what he could do by way of competing with war profiteering restaurants.

That was more than a year ago, when all of England appeared to have taken the last notch possible in its belt. The country was rationed down to its last potato and the preparation of a nourishing meal was not within the ability of the inexpert. But what John Bull did not realise was that in establishing restaurants and kitchens adjacent to his great industrial plants he was "starting something" he would have to carry on with in peace times.

That, however, is precisely the situation. Having taken a "flier" in community cooking, he has now decided to convert that war-time experiment into a definite, peacetime actuality. The British National Kitchens, due to popular clamor, have come to stay. T. G. Jones, a conspicuously able member of Lord Rhondda's Food Ministry, has been appointed Director of National Kitchens, with a staff of food experts to keep the enterprise up to the mark, and so successful has it been already that France, who was watching its development, has announced her intention of inaugurating a similar public service shortly.

Women the civilised world over have dreamed of the day when household problems could be simplified, with domestic drudgeries obviated. The cooked food services which have sprung up here and there represent the attempt to attain this ideal, but mainly they have been only small-scale attempts, touching a small portion of the population. Great Britain, however, by a vast governmental gesture has set down among her people some 300 national kitchens and restaurants. Daily to hundreds of thousands of women she is demonstrating the marvels to be accomplished by intelligent organisation, the wonder of community effort, and many of these women, to whom formerly outside work spelled neglect of home, are enabled now to eat their cake and have it, too, as it were.

If You Really Want An 'N. K.' You Get It

The scheme by which John Bull operates his kitchens is a simple one. In the first place, any district in London or out in the provinces which shows a healthy desire for a kitchen may have one. The initial sum needed for its starting is loaned by the government, whose inspectors supervise the menus and report upon the efficiency of the personnel. Expenses must be made, and also a reasonable profit, for it is not desired to enter into an unfair competition with the restaurants privately managed. Every week a financial accounting is made to the Ministry of food. The profit is used to pay the administrative charges and the money borrowed from the government. But many of the kitchens, despite the modest prices on the menus, have, because of the heavy patronage, really appreciable profits, so that the managers have been able to improve and enlarge the establishments.

In many localities the kitchen merely furnishes cooked food for home consumption. In others it is operated as a restaurant where whole families to whom heretofore "eating out" has been a luxury available only to the rich and spendthrift may be seen to come for their three meals a day.

Four Thousand A Day
The Blackfriars Restaurant

In Blackfriars, one of the most populous districts of London, lying between historic Fleet Street and the Houses of Parliament, as many as 4,000 people have been known to storm the doors of the neighborhood restaurant in a day, and often long queues form outside to wait their turn for entrance. This establishment is run on the cafeteria plan, and only twenty cooks are employed. One cook for 200 famished patrons! And the food is extremely well cooked and the service marvellously smooth. I know, because I have had meals there.

This kitchen is open from 11:30 until 9:30. Many of the factories and office buildings which abound in the district and which formerly had their own canteens for their employes have now discontinued them and instead send their pages with covered utensils to the kitchen. The newspaper staffs of many of the great newspapers in Fleet Street are also fed in this manner.

At the kitchen at Poplar, however, in the heart of the "slummiest" of London's slums, a different and more picturesque sight is presented. The Poplar housewife is joyfully reconciled to having her food cooked for her at a price only slightly above cost, but, despite the fact that she and her family often live in but one room, they cannot get used to eating out, so she herself comes with her kettles, gets her prepared food, takes it back to her small abode, where she reheats it, if necessary, before serving it to her man and children.

Thousands of women visit this kitchen daily. Many of them are women who never before had a well balanced meal. They knew nothing about food values. Tastily prepared food has always meant to them expensive food, and the buying and preparation of a meal was a painful procedure, fraught with much anxiety, for prices are fearfully high in England today. Moreover, as this article is being written the nation is still rationed and only a skilled dietitian can contrive a meal that is at once nourishing and cheap.

The women of the slums have not been slow to appreciate the advantages to be enjoyed from combined effort. As one beaming Cockney, kettles on arm, said, with rare philosophy, speaking of her husband: "This way 'e gets a 'earty meal and a lovin' wife at the sime time. What more can a man arsk?"

A Good Cheap Dinner Is Enjoyed By All

One evening I went down to Blackfriars for dinner and was impressed not only with the very delicious food and the prompt service of John Bull's domestic undertaking, but also with the democracy of it. The heterogeneity of the crowd was remarkable; army and navy officers scintillant with medals and service ribbons; men in tophats and evening togs, off for the theater or some social function; middle-class families, of anti-race-suicide proportions, occupying whole tables by themselves, and a great throng of very poor people who seemed to have had no new clothes for years.

I had oxtail soup, roast beef, hot potatoes, lettuce salad, coffee and tapioca pudding. Only the fact that everything was so good—so much better, in fact, than I was getting at my hotel—kept the size of the portions from seeming appalling. The price was one shilling one penny—25 cents! (gold). It would have cost at least a dollar in one of the cheaper chain restaurants and twice that much, or more, at a hotel. If I were a housewife in England I should never cook a meal.

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Of course, the restaurant keepers and caterers are wild, because, despite the mandate that they must show a profit, the National Kitchens draw like a magnet. The Blackfriars establishment, because of the magnitude the enterprise has assumed, can serve meals actually below what it would cost the housewife to purchase and prepare them and yet show a clear profit of $500 a week, with all administrative expenses paid and the week's instalment on the debt to the government.

Many prosperous families who keep servants find it more convenient and more economical to send their maids to the National Kitchens for the cooked food than to prepare it in the home. They often supplement their dinners from the kitchen with their own brand of coffee and cheese, and life is as simple for them as it was for the Swiss Family Robinson.

The maid washes the dishes, cleans the kettles for the next sortie to the kitchen and calls it a day. Thus the servant problem is by way of being solved also. The attractive villa of Wandsworth, outside of London, has no less than three National Kitchens, home cooking having been virtually abandoned. Streatham, another thriving suburb, has its kitchen, as has Chelsea, one of the most charming and historic old districts of London.

Though the great factories have "turned over" from war to peace, the kitchens adjoining them have remained, and the Food Ministry has further plans for feeding the school children. Moreover, it has just been announced that each of the great public parks in London is to have its kitchen, so that pleasure seekers will not have to hurry home to their meals.

Laying A Foundation For National Health

Up in Halifax, in the north of England, and in other rural districts great electric vans have been converted into National Kitchens, and they go rumbling through the picturesque lanes, bringing cooked food to the little thatched cottages. Many of the women in these little cottages go miles to their work. When they return John Bull fears they may be so tired as to neglect cooking food; they may even be too tired to come to a common center where the kitchen would be established; therefore it is brought to them.

At Poplar a training school for cooks adjoins the kitchen, so that those women who feel that they have a real vocation for the culinary arts shall lack no opportunity of developing it.

Since the war all of England is voluble with the talk of social reform. The dream is to have no submerged tenth, no underfed, sickly other half; but a nation of bone and sinew and good red blood. The whole superstructure of reform, as Mr. Jones, the National Kitchens director, points out, will rear itself successfully only on the firm foundation of national health.

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Maeterlinck's Remarkable Essay On Gambling

'It Is Just A Little Ball, Honestly Seeking The Little Red Or Black Hole In Which To Go To Sleep And Having Nothing Very Much To Tell Us Of A Secret Luck Or Destiny Which Exists Only Within Ourselves'

I

Few human speculations, in all the history of thought, have exceeded in interest those which concern themselves with the element of chance in our lives. Whole systems have been evolved with Chance as the basic principle; and while it can hardly be professed that our fundamental knowledge on the subject has even infinitesimally increased, after centuries of investigation, the lure remains. We are still concerned with Chance. We still breathlessly ask: Is Chance a force which can somehow be corralled and turned to definite human uses? Can we force Chance to serve our ends, work for us?

Perhaps no more fascinating consideration of the subject has ever been published than that which appears in "The Fortnightly Review" over the signature of Maurice Maeterlinck. "Of Gambling," he calls his essay; and it ponders the mysterious fluctuations of fortune which those encounter who flock to Monte Carlo. Here, for more than fifty years, he tells us, "men have obstinately forced the birth of unnatural Chance and doggedly consulted the formless and featureless god that shrouds good luck and ill within his shadow.

"Certainly," he writes —

"at these tables, as at all places where men's passions are vibrant, we are able to make interesting observations and, among other things, to behold at first hand, violently foreshortened and harshly illuminated, certain aspects of man's lifelong struggle with the unknown. The drama, which as a rule is long drawn out, projecting itself into space and time and breaking up amid circumstances that escape our eyes, is here knit together gathered into a ball, held, so to speak, in the hollow of the hand. But, for all its speed, its abruptness of movement and its extreme compression, it remains as complex and mysterious as those which go on indefinitely. Until the ivory ball that rolls and hops around the wheel falls into red or black compartment, the unknown which veils its choice or its destiny is as impenetrable as that which hides from us the choice or the destiny of the stars. The movements of the planets can be calculated almost to a second; but no mathematical operation can measure or predict the course of the little white ball.

"Your more skilful players, indeed, have given up trying. Not one of them any longer relies seriously on intuition, presentiment, second sight, telegathy, psychic forces, or the calculation of probabilities in the attempt to foresee or determine the fall of a destiny no larger than a hazel nut. Ordered science has failed in this; and the whole occult and magical side of human knowledge has failed likewise. The mathematicians, the prophets, the seers, the sorcerers, the mediums, the psychometrists, the spiritualists endowed with psychic receptivity who call upon the dead for assistance, all alike are blind, confounded and impotent before the wheel and before Destiny's thirty-seven compartments. Here Chance reigns supreme; and hitherto, though it all happens before our eyes, though it is ever repeated to satiety and may be held, let me say once more, in the hollow of our hand, no one has yet been able to determine a single one of its laws."

II

Yet such laws seem to exist; and thousands of players have ruined themselves in following their forms or their elusive and deceptive traces. "Let us," he says, "take a bundle of those records or permanences, published at Monte Carlo, which give day by day the list of all the numbers that have come up at one of the roulette-et-quarante tables. As everybody knows, these numbers are arranged in long parallel columns, the black on the left and the red on the right.

"When we look at one of these sheets, containing as a rule ten columns of sixty-five numbers each —dead and harmless ciphers now, though once so dangerous, once destructive of so many hopes and perhaps inspiring more than one disaster—we observe a tendency toward a perceptible equilibrium between the red and the black. Most often the two chances balance each other, singly or in little groups, a black, a red, two blacks, three reds, three blacks, two reds, and so on.

"When we come upon a series of five, six, seven, eight, sometimes eight, nine, ten, eleven, twelve consecutive blacks, we are almost certain of finding not far away a compensating series of five, six, seven, eight, or ten reds. There is very real rhythm, a sort of breathing or a cadenced swaying to and from of the mysterious creature we call Chance. This rhythm or balance is, moreover, confirmed by the final statistics of the day, from which we learn that, in a total of six hundred-odd spins of the ball, the difference between the black and the red very seldom exceeds twenty or thirty; and this difference is even smaller in the total for the week—that is to say, in a total of nearly five thousand spins—when it is usually reduced to a few units.

"The monster has other strange habits. We see, for instance, that it is not uncommon for a number to come up twice in succession; and it is undeniable that in each day's play two or three numbers are obviously favored, so that we may hurl our challenge to logic and declare that the more frequently a number occurs the more chances it has of reappearing. This seems to conflict with the law of equilibrium which we have remarked; but it must be observed that this equilibrium will be recovered later, that by the end of the week the differences will no longer be very great and that they will almost disappear when the month is over. The equilibrium is more slowly restored because we must multiply the number of series by eighteen and a half to reach the proportions of the even chances.

"Players note yet another law which, for that matter, is but a corollary of the former habit, but which has something curiously human about it; the chances which lag behind show a greater eagerness to regain their lost ground at the moment that follows more or less closely upon a halt, as though they had recovered their breath after a brief rest on the landing of a staircase.

"Let us add at once that it is wise to distrust these fluctuating habits and these gropings after laws. For instance, red has been known to beat black by 70 percent in the course of a day's play. Black, on the other hand, as people still remember at Monte Carlo, one day came up twenty-nine times in succession and the second dozen twenty-eight times without a break. Chance has not our impatient nerves; it is not, like us, in a hurry to make good its losses or to carry off its gains. It takes its time, awaits its hour, and does not trouble to keep step with our ways of life."

III

The gambler, Maeterlinck reminds us, whatever system he adopt, is always "tossing against the bank." He has a chance, and no has the bank. Yet zero gives the bank odds against the gambler. Odds which, though apparently zero is "a very mild tax," giving the bank, in thirty-six chances, only half a chance more than the player, are bound to prove ruinous in the end. We read:

"To escape the abruptness of a decision which, if he placed all that he possessed on the red or the black, would end the game at a single stroke, the player divides his stake, so as to be able to defy a large number of chances, hoping that, thanks to a skilfully graduated progression, he will end by lighting on a favorable series in which the gains will exceed the losses. This is the underlying principle of all the systems, which are never anything but more or less ingenious, prudent and complicated martingales. There are not, there never will, be any others, in the absence of a miracle which has not yet occurred, of an intuition which foresees what the ball will decide, or of an unknown force which will oblige it to act as a player wishes."

Players, the writer declares, hearten themselves—

"by maintaining that they have an incontestable advantage over the bank. They begin to play, they 'attack' when they like and as they like and they withdraw when they please, whereas the bank is compelled to play without stopping, to accept every stake and to meet every coup up to the limit of the maximum, which, as we know, is six thousand francs on the even chances. This advantage is a real one if the player, after winning a big sum, goes away and does not come back again. But the lucky gambler, even more infallibly than the one who has no luck, will return to the enchanted table and in so doing lose the only effective weapon that he had against his enemy.

"To choose your time for attack is but an illusory privilege, because everything, at any moment, is equally uncertain; and you never know beforehand when the precarious and untrustworthy law of equilibrium will assert itself. After a long sequence of blacks you wager qn a fine series of reds, a certain run, you would say; but no sooner have you staked your money than the series gives up the ghost and remorseless black resumes its devastating course; or else you do the opposite: you bet on black and it is red that settles down for a run.

"At whatever moment you start playing you are always fighting red against black, that is to say, one to one. Once more, the only real advantage is that you can go away when you like; but where is the gambler, whether losing or winning, who is able to get away and not return?"

IV

Yet it seems as with other systems a certain science, a certain experience, a certain deftness is indispensable. Beyond all else, we are told, the prudent player—

"studies the character and temper of the table at which he takes his seat, for each table has its psychology, its habits, its history, which vary from day to day, and yet by the end of the year form a homogeneous whole wherein all temporary errors, all anomalies and injustices are compensated. The question is to know on what page of this history he should prepare to play his part. He will not learn this at once. It is of little use for him peep at the notes and permanences of the players who have come before him. What he wants is the immediate contact, the very breath of the hidden god. But the god is soon thrilling into life, taking shape and countenance, giving a whispered hint of his intentions, speaking words of approval or condemnation; and the tragic struggle begins between the player, so infinitely small, and Chance, so enormous and omnipotent.

"Now that the battle is joined, now that the player has done what he could to summon and welcome luck, there is nothing left for him to do but wait; for luck, when all is said, will remain the supreme power that pronounces the final verdict, the formidable and inevitable unknown factor in every combination."

It would be extremely surprising, Maeterlinck admits, if this "indefatigable and exhaustive inquiry into Chance, pursued for over fifty years, had failed to yield some sort of result." And we read further:

"I am wondering, at the end of this investigation, what that result is. At the cost of an insane waste of money, time, physical, nervous and moral energy and spiritual forces, perhaps more precious still, it has taught us that Chance is, in short, Chance; that is to say, an aggregate of effects whereof we do not know the causes. But we knew as much as this before; and our new discovery is a little ludicrous.

"We have seen the shadowy appearance of certain laws or habits from which a few players appear to derive advantage, though this advantage is always precarious. But these apparent laws, which tend obscurely and uncertainly to instill a little ball which is not responsible Chance itself, but inconsistent and ephemeral summaries of results from unknown causes. Upon the whole we have learned nothing, unless perhaps it be that we were wrong to attach greater importance to those manifestations of destiny than they possess. If we look at them more closely we find that there is nothing more behind all these catastrophes and all these mysteries of luck than the catastrophes and the mysteries which we put there.

"We link our fate to the fate of a little ball which is not responsible for it; and, because we intrust it for a moment with our fortune, our good luck or our bad, we fondly imagine that mysterious moral powers are bent on directing and ending its course at the right or wrong moment. It knows nothing of all this; and, though the lives of thousands of men depended on its fall to the right or the left of the point at which it steps, it would not care. It has laws of its own which it must obey and which are so complex that we do not even try to systematise them.

"It is just a little ball, honestly seeking the little red or black hole in which to go to sleep, and having nothing very much to tell us of a secret luck or destiny which exists only within ourselves."

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What It's Like At A Real Hobo College

Weary Willies Get In Tune With The Infinite At This Unique Institution

By B. M. Johns'

New York.—The Hobo University has entered the second week of its current session. It is situated at 202 Bowery, and is easily one of the most remarkable of the country's many institutions of learning.

Beyond a doubt I had come at an off time. All colleges have their off days, even a hobo college. Its cloistered halls, consisting of a room above a florist's shop, shared by the Migratory Workers' Union, had a bare, deserted look. There were two occupants in the university who gave no apparent evidence of imbibing either deep or shallow draughts of the unprohibited and consequently 2.75 mixture of the Pierian Spring. One was reading theatrical notes. The other, his face wreathed in the untrammelled reaches of a beard as long and glowing as Canute's, was seated close to the wall, a drooping felt hat covering his forehead, a student's bag at his feet. Opposite the two uncurtained windows the elevated was thundering with all the reverberating discords an elevated can conjure. Neither of them was a hobo. Neither of them was studying.

I felt the pangs of bitter disappointment. As I look back on it I wonder how it was possible.

I came to see the Pierian Spring playing in a needle spray over an unlettered, conventionally unshaved aggregation. I left with the echoes of the Pierian million horsepower waterfall roaring through the cloisters of 202 Bowery, and I left with one conclusion.

The Infinite

If you want to hear about the infinite mixed with religion and the absolute, if you want to hear all about Leibnitz's monads and Descartes's cogito [illegible] stooping figure in undulating folds. His trousers are bagged at the knees. His coat is an old one. His shirt is of the O. D. type worn last year by Young America and minus a necktie. But his face is the face of a scholar, a long, kindly face, with the brow of a thinker, and a mouth that twists into a gentle smile.

"Yes," said Mr. How, "we are getting back to fundamentals." As he talked he was moving the chairs from the wall and arranging them in neat rows in the center of the room. It was evident he was turning the president's office into a recitation room. The only question was, Where were the students?

Wealth

"For instance," said Mr. How, "there is the question of wealth. Our friends in the Hungarian Republic allow a man 10,000 kronen at 4 percent interest. Every one is on the same plane as every one else and we have a true democracy."

I wished to continue the discussion further but Mr. How was busy. The university was about to go in session. Mr. How had come all the way from Atlantic City to assume the duties of office. Where he would be later he did not know. He lived almost anywhere. He slept almost anywhere the night overtook him—any lodging house or park bench. It was all the same to him, because Mr. How is a man of the world if there ever was one.

"At 9:30 in the morning," he explained, "the students assemble to see if there are any prospects of a job in sight. Should they fail in getting a job we meet at 11:30 and try to find out why there are so many more men than there are jobs. We study civil economics for an hour. Then we join in a light luncheon and after that we study industrial law.

[redacted]

[illegible] that he is able to write S. T. B. and M. D. after his name. He has attended the Meadville Theological Seminary and the College of Physicians and Surgeons at St. Louis. Not that Mr. How mentions any of these things. He is interested in his university and not in himself. And just as he is admirably fitted to be president of a university Mr. How is dressed for the part.

From first appearance he does not look as though he had a string of initials after his name. His clothe hang about his slim and slightly [illegible] had come to speak to the students of the university.

"I have been through two colleges" said Brother Meaker, "and this one makes the third, but I think Mr. How has hit upon a big idea."

Then footsteps sounded in the room. The student body, all five of them, excepting the one who came in at lunch time, was convening. They did not look like hobos any more than their president. They affected a careless dress suited to the casual worker. They were not talking or laughing, but filed in solemnly and took their seats, and Mr. How shook hands with each in turn, which is a great deal more than most university presidents will undertake.

And then the session opened.

Mr. How opened the second week of the college with a few remarks about the laboring man and art.

"Down where I come from," he said, "the negroes sing a song that goes: 'Every day'll be Sunday by and by' and if we only had shorter hours and right conditions every day would be a day of gladness."

And to prove that the laboring men are writing poetry and music and gradually inculcating it into their work, he led a song, and sang it very well too, with the following refrain:

Hold the fort, we are coming,
Union men, be strong,
Side by side we battle onward,
Victory will come.

Even in the interval of wondering whether "strong" and "some" rhymed Mr. Meaker was introduced, prepared to talk on social economics; but first he also sang a song in a strong baritone. There was no doubt about it, Mr. Meaker knew how to sing:

Awake! Awake! Put on thy strength and loose thy bands;
Arise and shine! thy banners all unfurled:
Go forth! Go forth! united sons of many lands,
Proclaim the year of jubilee to all the world.

The song finished, Mr. Meaker straightened up to his full six feet and addressed the class. Tall and imposing he looked, and as he spoke his words were equally imposing.

Mr. Meaker had addressed the university before, and this morning he desired to go through what might be called a preliminary examination whereby he and the class might know one another better, the better to gauge their mutual capacity. Mr. Meaker would be glad to answer any question on the social problem. He paused expectantly, but he only had to pause for a second. And then one of the students of the hobo college spoke up.

"Is it true," he inquired in the pleasantly argumentative voice of a man of learning, "that man is naturally egotistical? Is man a social being? Is religion essential to him?"

And thus, out of a perfectly clear sky and in one fell swoop, started the automatic sprinkler of the Pierian Spring which drowned out the sound of the elevated and furnished refreshment for the next hour, an intellectual cocktail to whet the appetite for the lunch to come.

"Hold on," expostulated Mr. Meaker, "you are asking three questions instead of one," but Mr. Meaker was not to be daunted by any of the vagaries blamed on man. Mr. Meaker holds the title of the Hobo Philosopher and he was ready to display it.

Mr. Meaker called for a paper and a tack and then equipping himself with a fragment of brick, he endeavored to nail the paper against the door, the better to explain his point. It proved to be an interesting struggle of mind against matter, with matter well up in first place. After hammering for a time Mr. Meaker discovered the door was made of iron and likely to resist the efforts of the tack. Undaunted by the possible symbolism, he tried the wall, and there the paper remained affixed.

While the university watched him he made a dot in the geometrical center of the circle.

"Let this dot," said the lecturer, "represent the human entity, since all the philosophy of Descartes, Leibnitz and the rest must come down to this in the last analysis.

"And these other dots will represent other human beings besides the ego, and this circle represents human society, because there must be a limit to human society somewhere.

"And let this circle represent the limit of the animal kingdom, and this circle," and here he drew a very large one indeed, "this circle represents all."

"Of course," he acknowledged, "there is infinity, which is commonly supposed to represent everything beyond human comprehension, but we can include everything, even the universe, in the term 'all.'"

The Hobo University had not moved, had not shifted its position. It sat in quiet contemplation, staring at the whole plan of things as it hung, shivering slightly from a draft from somewhere out of the cosmos that tested the hold of the tack on the plaster.

"There you have it," Mr. Meaker continued. "There you have the ego which has been brought forth by society. Consequently man, though egotistical, as social, and man in turn has come from the universe by the process of evolution. He has come from the animals, just as the animals came from plants. And if man comes from the universe, if we come from the universe, why the universe must at least be as alive and real as we are. Hence man is essentially religious and man must adjust himself, both to society and to the universe."

Which all goes to prove that they teach philosophy at the Hobo University; real technical philosophy. As the president says: "The laboring man has listened and clapped and cheered the sentiments of people he cannot understand.

"He has done all this too long. Now the time has come when he is going to learn about society and all the rest of it for himself."

Has the time come? Is he doing it?

As far as the casual workers are concerned, all you have to do is to attend a session of the Hobo University at 202 Bowery, at 11:30, Tuesdays, Wednesdays and Thursdays, to form your own conclusions.

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Announcements for the Academic Year 1919-20
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All instruction in both the Medical and the Premedical Schools, except courses in Chinese language and literature, is given in the English language.
THE MEDICAL SCHOOL
Requirements for Admission: The minimum requirements for admission to the Medical School are graduation from an approved middle school, or its equivalent, and the completion of not less than three years of college work. This must include satisfactory courses in biology, chemistry (including general, analytical, and organic), physics, English Chinese, and at least one other foreign language.
All candidates for admission, except graduates of the Premedical School, must pass satisfactory examinations in the subjects required for admission.
Curriculum: During the year 1919-20 only the subjects included in the first year of the medical course will be offered.
Graduate Courses and Research: Special courses in anatomy, physiology, and physiological chemistry will be offered during the year 1919-20 to graduates in medicine or other qualified persons. Visitors who desire to investigate special problems may be granted the use of the laboratories at the discretion of the Director.
THE PREMEDICAL SCHOOL
Requirements for Admission: Admission is by entrance examination only. To be eligible for the entrance examinations, a candidate must be a graduate of an approved middle school or its equivalent, and must possess a good working knowledge of English, both oral and witten.
Curriculum: The Premedical School offers a three-year course in the fundamental subjects which are prerequisite to the study of medicine, including mathematics, biology, chemistry, physics, Chinese, English, French, and German. Students who complete satisfactorily the work of the Premedical School are admitted to the Medical School without further examinations.
Advanced Standing: Admission with advanced standing will be granted to candidates who present suitable credentials showing the completion of one or more years of work of collegiate grade and who pass satisfactory examinations in the subjects for which credit is desired.
Calendar: The first semester opens September 23, 1919, and closes January 30, 1920; the second semester opens February 3, 1920, and closes June 16.
EXAMINATIONS
Examinations for admission to the first year of the Medical School and for admission to the Premedical School will be held at Peking and at Shanghai on June 9 to 13 and August 25 to 29, 1919. In case the number of applicants warrants it, examinations will be held at other centers. Applications for admission and requests for further information should be addressed to
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England And France Face Servant Problem Now

French Women Are For Working At Home Though They Make Munitions And Maggie Of England Does Not Want To 'Live In'

By Lily L. Rowe

New York, July 2.—England and France both have domestic servant problems, though the difference in the situations makes it almost impossible to put them under one classification. Mary Anderson, assistant to the chief of the Women in Industry Service of the Department of Labor, recently returned from Europe, where she was sent by the National Women's Trade Union League. She studied the domestic servant situation with a view to bringing back suggestions for the organisation of domestic servants in this country.

English girls in domestic service are taking themselves seriously, according to Miss Anderson. They have tasted the freedom and the economic joys of munition factory days. A few weeks ago they formed a domestic workers' division of the National Federation of Women Workers. One of the cornerstones of their organised movement to get better working conditions in the English homes is a campaign for the eight-hour day. Girls will report for duty at the kitchen door just as they have been registering for work at the factory.

No More 'Living In' In England

The program of their organisation, which contains a movement for the eight-hour day and standardised wages, will mean, if it becomes a countrywide standard, that the "living in" system will pass out of existence. This "living in" means the residing of the domestic worker in the house which she serves, a situation universal before the war.

The domestic service system as England knew it before the hostilities began was entirely disrupted by the munition jobs given to women. Hundreds of families who had always employed servants were obliged to do their own work. One hears much talk there of the demoralisation of the girls who ordinarily do domestic work because of the high wages given during the war.

'Maggie's' Views On Thrift

There is a story of a meeting held in the factories that illustrates how the women feel. The purpose of the gathering was a talk on thrift to the girls employed in that particular factory. . . The address was duly given. As is the English custom, at the conclusion of the speaker's remarks the question was asked if any one in the audience had anything to say. Near the back of the room a typical English girl of the domestic worker class arose. Her answer to the invitation to speak took this form:

"I tell you how it is in this thrift and big wages. The first Saturday night after I drew my pay here I went to the store and I bought a whole roast chicken. My mother had never seen a whole roast chicken in her life. She liked the chicken and I will buy her one for Sunday as long as the big wages keep up.

"Then I bought a silk blouse. He came home from the trenches. He says, 'Maggie, you look different; you don't look like you used to. What have you done to yourself?' I say it was the silk blouse. As long as he says he likes the silk blouse I will buy one from the big wages."

"That gives the picture, I think, as to why domestic service workers are organising in England to get better conditions," said Miss Anderson. "While there was nothing said, as I recall, about agitation to have the houses lacking up-to-date equipment, such as running water indoors, altered to make the work easier for the girls, it is a fact that English houses are sadly lacking in that regard.

"I was not present when the domestic service section of the national body was organised, but I spent ten days in London. The women in industry over there are all federated under this national association, each trade having its own section and being called factory workers, or shop workers, as the case may be. The unemployment situation over there is acute, and this has forced some of the women who were in the factories to return to domestic service. The government is giving allowances to relieve want that might ensue from lack of employment.

There's A Difference In France

"France's domestic service problem is not so easily discussed. The French have no industrial competition to offer to the housekeeper other than that of the homeworker. There is a minimum wage law, a part of the national statutes, for these homeworkers, who are organised, even though they have never been in a factory. These homeworkers are the embroiderers who make those exquisite French things we admire. For generations the system of homework carried on by the women has been in effect, and any mention of the industrialisation of France seems to the average Frenchman a menace to this time honored way of producing lingerie and other clothing.

"The French working people are well organised. Both men and women form the Shampooers' Union, the Theatrical Employes' Union and similar bodies. I do not believe the models are organised, however. So ingrained has become this home system of work for the women that even during the war some part of the manufacture of munitions was done in the home. This, of course, was not the process involving explosives, but was some angle of the capping production.

"This war did upset the embroidering industry in France. There was no demand for such goods and the women went to work on the farms, in the munition factories and other places, for French women had to take the places of men everywhere. We went to one munition factory where there were 1,800 women and girls at work. This was an arsenal. Before the war there had been eighty women connected with the plant. It was said that about 1,200 of these women would be retained to carry on some automobile production which is to be done.

"I do not believe, however, that the French women will be so prominent in industry as are the American and English women for some time to come. France is still mainly an agricultural country and to talk of making it an industrial nation does not find much favor there."

Singapore Rubber Auction

Singapore, August 7 and 8.—Following were the prices realised at the auction this week:

	Singapore. per lb. Cents.
Sheet	
S'pore Standard Rib-	73½/71
Off Quality Ribbed	71/65
Smoked Fine Plain	Nil
Smoked Good Plain	64½/64
Unsmoked Fine Ribbed	Nil
Unsmoked Good Ribbed	Nil
Unsmoked Fine Plain	Nil
Unsmoked Good Plain	Nil
Cupwashing	Nil
Crepe	
S'pore Standard first Latex	75½/72½
Off Color Latex	72/63
Good Pale Blanket	62
Good Brown	Nil
Fine Brown	61/55½
Good Brown	55/49½
Good Dark	50/44½
Barky	46/45
Scrap	
Virgin and Press	40/45
Loose	Nil

Catalogued for sale: 2,675,403 lbs. (about 1,195 tons).

Sold 1,713,649 lbs. (about 765 tons).

Our auctions started on Thursday this week on account of Monday being a general holiday. The market started firm, both manufacturers and dealers bidding keenly for all grades, although the greatest demand was for Standard qualities, especially first Latex Crepe.

Singapore Standard Ribbed Smoked Sheet met with a fairly strong demand and realised between 71 and 73½ cents, but in the afternoon this was thinned down to a margin of between 72 and 72½ cents, or 1 cent advance on last week.

Standard First Latex met with a very keen demand, some buyers being willing to pay up to 75½ cents, and one lot in cases realising 76½ cents. The prices paid during the two days were between 73 and 75½ cents, this being 2½ cents advance on the week.

No Unsmoked Sheet changed hands this week, and only two lots of Plain Smoked found buyers at 64 and 64½ cents respectively.

There was a steady demand for Brown and off grades of Crepe, which sold at an average of 1 cent advance on last week.

At the continuation this morning no change took place, a steady demand being manifest at yesterday's prices.

Meyer and Measor.

Sailed from Shanghai

For San Francisco		
Uncas	July	24
West Sequana	July	24
Stanley Dollar	July	28
Cadaretta	Aug.	6
Colombia	Aug.	17
For Seattle		
West Munham	July	29
For Vancouver		
Bessie Dollar	July	25
Empress of Asia	Aug.	9
For New York		
Euryades	July	24
Muncaster Castle	July	28
Gaelic Prince	Aug.	14
Gothic Prince	Aug.	17
For London, etc.		
Tamba Maru	July	1
Penang Maru	July	7
Priam	July	12
Mishima Maru	July	13
Sado Maru	July	21
Meichu Maru	July	30
Kitano Maru	Aug.	5
Nelcus	Aug.	5
Kansas	Aug.	6
Helenus	Aug.	9
Amazon Maru	Aug.	9
Pembrokeshire	Aug.	12
Teiresias	Aug.	15
Tomfura Maru	Aug.	17
Inaba Maru	Aug.	18
Benledi	Aug.	20
Agapenor	Aug.	22
For Liverpool		
Tosa Maru	July	28
Awa Maru	Aug.	1
Tydeus	Aug.	4
Deucalion	Aug.	10
Tajima Maru	Aug.	18
For Copenhagen		
Annam	Aug.	16
For Marseilles		
Liverpool Maru	July	24
Saratov	Aug.	3
Meinam	Aug.	14
Kenkon Maru	Aug.	17
For Bombay		
Dilwara	July	23
For Singapore		
Methven	Aug.	16
For Java		
Wergeland	Aug.	8
Tjikini	Aug.	16
For Batavia		
Korsnaes	Aug.	22
For Calcutta		
Luceric	Aug.	9
Shingo Maru	Aug.	10
Arratoon Apcar	Aug.	20

BUSINESS AND OFFICIAL NOTICES

(Continued from Page 28)

The Tientsin-Pukow Railway Administration.

Notification No. 288 (064-5).

The public is respectfully informed that the following regulations are enforced from date on the Tientsin-Pukow Line until further notice:—

Regulations for the Prevention of Cholera Epidemic on the Tientsin-Pukow Railway

1. Each batch of two medical officers are provided at Tientsin, Tsinanfu, Hsuchow, Pengpu and Pukow stations as well as on junctions with other lines and waterways to examine passengers before tickets being sold to them at the station. If any passenger is found to be infected with the contagious disease, he shall be stopped from booking ticket and sent to a nearest hospital for treatment. Passengers of all classes coming off from trains shall also be subject to examination in like manner.

2. Medical officers are also provided on all UP and DOWN trains to examine passengers. In case any one being found infected with the disease, a simple treatment shall preliminarily be afforded, and, to avoid its spread, disinfection shall be promptly carried out and have the patient removed to the nearest hospital for treatment.

3. In case cholera broke out on a train on its midway and death occurred before sufficient measure can be had to afford treatment, the deceased shall be handed over to the nearest station which shall in conjunction with the local police authorities have the corpse promptly buried and disinfection carried out both on the spot as well as on the train so as to prevent infection.

4. During the period when the regulations of cholera prevention is being carried out, no coffin with corpse is allowed to be transported over any part or whole of this line.

5. Passenger cars of all classes attached to any UP and DOWN trains must be properly swept and kept clean. No dirt shall be allowed to remain especially on third class cars. Train guards shall supervise car boys and servants to carry out the work energetically and disinfection shall be applied as soon as a train arrives at its terminus station. Medical officers on trains will be held responsible to see that no unclean or deteriorated food stuff are supplied on dining and buffet cars attached to all trains. Offenders of the above will be severely dealt with.

6. Efficient disinfection must be kept on carrying out every day at all stations, waiting rooms, platforms, latrines and all places where passengers pass by.

7. For the benefit of public health, additional spittoons treated ready with lime and disinfection fluid are to be provided at all stations, waiting rooms and in trains.

8. Inspection at stations and on trains must be taken up with cordial attitude especially towards woman passengers. Advices in mild tone shall be offered in case of obstructions. No high handed manner is allowed and punishment is imperative if whoever commits such act.

9. At all stations sale of sweet melons, water melons, raw fruits, impure aerated water, fruit juice and all kinds of uncleanly cooked eatables that attract flies are prohibited.

10. At all the railway workshops, car sheds and places of resort of workmen, coolies and police, the officers in charge thereof shall effectively take in hand the precautionary measures against cholera as specially prescribed by the Railway Hospitals.

11. Report shall be made from time to time whenever development of the epidemic is noticed among passengers, workmen or labourers along the line.

12. All station staffs, guards, conductors and railway police officers either stationed or travelling in trains shall do their best to cooperate with the Sanitary Inspectors in carrying out their functions.

(sd.) S. C. SHU,
Managing Director.

Tientsin, 15th August, 1919.

24980

The Shanghai Chemical Laboratory
No. 20 Nanking Road
3rd Floor

ASTOR GRILL ROOMS

MENU

DINNER

TONIGHT, AUGUST 24, 1919

Hors d'Oeuvres Varies

Potage de Volaille a la Reine
Consomme aux Queue de Boeuf

Fried Kippered Herring with Lemon

Cote d'Agneau a la Perigeaux
Chic Chicken Romaine

Ananas a la Florentine

JOINT
Roast fillet of Beef Garfield
Roast stuff Pigeon Verte Pres

Gastronome Potatoes
Petit Pois au Beurre
Baked Tomatoes

Iced Asparagus Tips Mayonnaise
Assorted Salad

Victoria Pudding Sauce Cognac
Parfait au Vanilla
Gateau de Fruits

Cheese. Fruit. Nuts. Coffee.

NOTICE

The Agents, Owners and Master of the Schooner LEVI W. OSTRANDER hereby give notice that they will not be responsible for any debts contracted by the crew.

(sgd.) A. NYMAN,
Master.

25629

Dr. S. S. SHPILBERG
Physician and Surgeon
Consulting hours: 11-1 and 4-6
Phone, North 2035
36 Quinsan Road.

24927

Prof. J. K. Seto
Turkish Bath and Massage Establishment
25 N. Szechuen Road, Shanghai.
Tel. North 2768

TAKE ADVANTAGE OF THE HIGH EXCHANGE

Carry a Gold Dollar Account

WITH

AMERICAN EXPRESS COMPANY

No. 3 Kiukiang Road

Municipal Notification
No. 2602.

7% LOAN 1919
Price of Issue until further notice 95 per cent.

Under the authority of Resolution V passed at the Annual Meeting of Ratepayers on April 9, 1919, the Council hereby invites applications for debentures in the 7 per cent Loan of 1919.

The debentures in this issue will bear interest from the date of purchase at the rate of 7 per cent per annum payable on June 30 and December 31 in each year.

They will be issued at 95 per cent until further notice and will be redeemed on December 31, 1929.

The scrip will be issued in denominations of Tls. 1,000, Tls. 500 and Tls. 100 to suit the convenience of applicants.

Application forms can be obtained from the Treasurer, Finance Department, 24B Kiangse Road, to whom all enquiries should be addressed.

By order,
N. O. LIDDELL,
Secretary.

Council Room,
Shanghai, April 12, 1919.

24914

MUNICIPAL NOTIFICATION
No. 2642

Choleraic Diarrhoea

The attention of the Public is particularly directed to the following Notice issued by the Health Department:—

CHOLERAIC DIARRHOEA

Caused by Food Infected by the Excretions of a Previous Case

HOW TO PREVENT

EAT AND DRINK

Nothing that has not been recently cooked, boiled or otherwise sterilised.

DO NOT CONSUME

1. Fruit, vegetables, salads, melons, etc., which have not been cooked or otherwise sterilised.
2. Food on which flies have settled.
3. Milk or cream which has not been boiled or sterilised.
4. Ice-cream unless made from boiled materials.
5. Water which has not been boiled or filtered through a germ-proof filter, the candle of which should be boiled once a week regularly.
6. Aerated waters or other drinks unless of the best quality.

FRUITS, TOMATOES, ETC., CAN BE STERILISED

so that they can be safely eaten raw, and without spoiling the flavour, by dipping for a few seconds in briskly boiling water.

By order,
N. O. LIDDELL,
Secretary.

Council Room,
Shanghai, August 7, 1919.

74846

CODE BOOKS
Just Arrived

A.B.C. Code 5th (improved)	$25.00
Bently's Code	$25.00
Western Union Code	$30.00

CHOW TZU KONG, Bookseller
111 Szechuen Road.

24638

HONMA HOSPITAL
No. 8A Miller Road. Tel. N. 2961

DR. K. HONMA
(former Assistant at the Imperial University at Fukuoka.)
Women's Diseases
Confinements, Surgery
X-Ray and Diathermy
Examination with Uretroscope
Skin Diseases
Massage Treatment

NOTICE

I hereby give notice that I have been appointed General Manager for China of Rogers Brown & Company, under full power of attorney, and that all other powers of attorney heretofore held by any other person or persons to represent said Company in China have been revoked.

W. C. WICKERSHAM,
General Manager for China of Rogers Brown & Company.

Shanghai, August 21st, 1919.

25011

Japanese Bone-setting Treatment

Anyone who suffers from any of the undermentioned troubles may be wondrously and promptly cured:

Fractures.
Dislocations.
Contused wounds.
Incomplete dislocations.
Transmutation of members from injuries.
Disability of motion of joints.
Rheumatism from wounds.

Diagnosis in the forenoon.
Attendance by arrangement in the afternoon.

Apply to:
KUAISHUNDO
No. 42, Chapoo Road

Dr. E. G. Lobzowsky
DENTIST

Four Years' Practice in New York.

Plate, Crown, Bridgework, Gold and Porcelain Inlay.

No. 3 G. Peking Road

Dr. med. F. T. Kiang
Physician and Surgeon

(Formerly Assistant at the Surgical University Clinic of Berlin)
Specialist in veneral diseases.
Office: 85 Szechuen Road.
Consultation Hours: 2-4 p.m.
Telephone; No. C. 3844.

NOTICE TO EXPORTERS

We beg to inform Exporters of China Egg Products that we are manufacturing and selling all kinds of LIQUID, DRIED AND SPRAYED WHOLE EGG, YOLK AND ALBUMEN.

Our goods are manufactured by the most up-to-date process; our machines are the newest imported from America, and our outputs are supervised by the best EXPERTS.

Any inquiry will have our immediate attention.

Address: 8b Kiangse Road, and Q489 Tientsin Road, Shanghai.

Telephone: Central Nos. 2385 and 4008.

H. C. WANG
General Manager: Tung Hsin Ziang Egg Factories, Hung Yue Chong Egg Factory, Hsin Chong.

Dr. James Yuking's
Office for Venereal Diseases is now removed to
73 NANKING ROAD.
Hours: 10 a.m. to 5 p.m. daily and by appointment.
Special consideration to men in uniform.

Russian Lady Dentist
Miss. A. Gauhman
20 Nanking Road,
Time 9-12 : 2-6
Tel. 1916.

17287

Carpets and Rugs
FOR SALE
AT
REASONABLE PRICES
HWA VENG CARPET FACTORY
F94 Bubbling Well Road,
Opposite Race Course.

24336

Car Hire Service
Ring up Cent. **2403** for
5 and 7 Seaters
$3.00 and $5.00 per hour
The China Garage Co.
21 Foochow Road.

24559

WIDLER & CO.
CHUNGKING, WEST CHINA.

Szechwan Grass Cloth
Width: 20 inch. Length: 29 ft.
White, Dark and Light Blue.
Price Prepaid: $7.50 per roll.
Sent postage free to any address in the world.
"Just sufficient for your wants; Ideal for the summer months."
—Marco Polo.
Telegraphic and cable address: Widler-Chungking
Using Bentley's Complete Phrase Code.

WIDLER & COMPANY,
Chungking, West China.

Tel., Central 2036

Dr. FRED M. GENSBURGER
Eye-Sight Specialist

Consulting Hours
10 to 12 a.m. 2 to 5 p.m.
and by appointment

38, Nanking Road
1st Floor

Cotton Market

Messrs. A. B. Rosenfeld and Son write as follows in their report for week ending August 22:

China Cotton.—The cotton during the past week has been practically dead as far as actual demand for the raw material is concerned. Notwithstanding the enormous profit-taking which was constantly indulged in by those who had been engaged in the short side, the market showed very little resisting power and no rally of consequence has been experienced so far.

As to the crop outlook, evidence is accumulating that the favorable weather which is prevailing practically throughout the Belt has been instrumental in bringing about a marked improvement in its condition.

As to the ultimate course of prices a conservation policy appears to be desirable for the immediate future. The situation continues to hinge on the future climatic developments and trend of the New York market, and our own opinjon is that the chances for successful operation continues to lie on the bull side.

Liverpool, Aug. 18, 1919.

Liverpool Market:

	Pence
Egyptian F.G.F. Sakerlaridis	29.50
M. G. Fine Scinde and Bengal	14.85
Good Middling American, Spot	18.29
" " " Sept.	18.71
" " " Oct.	18.85

Market: Steady.

New York, Aug. 20 1919.

New York Market:

October	30.23 Cents
January	30.45 "
March	30.35 "

Market: Easier.

Bombay, August 16 1919.

Indian Market:

Broach 488 Rps. per Khandy.

Market: Easier.

Shanghai Market:

Shensi	32.00
Tungchow	30.00
Tungchow new crop	32.00
Shanghai	29.00
Shanghai new crop	30.00

Market: Easier.

Messrs. J. Spunt and Co. write as follows in their weekly report ending Aug. 23:

China Cotton.—The predominant feature during the past week has been a total absence of business at spots which naturally evinced a certain degree of weakness resulting in a downward tendency at the close influenced also in some measure by the developments in Mid-Americans the favorable reports from India and the ideal weather now in progress in the local Cotton belt.

The dominant sentiment in the trade being that as a decided improvement in the crop is now being realised, a more hopeful expectation of a considerable larger yield, than that apprehended a month ago, will finally evolve this season. This feeling was clearly recognisable, during the week under review, in the heavy commitments speculatively entered into for future deliveries.

The Yarn market continues in a fairly healthy state which warrants a strengthened outlook and while the existing monetarial stringency may have also had a share in contributing towards bearishness for the raw material such a circumstance from past experience, indicates but a temporary condition likely to vanish at any moment and bring in a strong reaction when such may the least be expected. Tone of the market, Quiet.

The China Mutual Life Insurance Co., Ltd.

Parents should take advantage of the present high rate of exchange to provide for the future education of their children.

Write to us for particulars of our Special Policies, at

10 Canton Road, Shanghai.

ASTOR HOUSE HOTEL
TIENTSIN

Cable Address
ASTOR

The leading Hotel in Tientsin. Delightfully situated, facing Victoria Park, and located in the Centre of the Town's Life and Business.

Spacious and Luxurious Dining and Reception Rooms.

Every Bedroom with private Bath and Toilet.

First Class Cuisine and Selected Cellar, under Foreign supervision.

Central Heating, Electric Light, Modern Sanitary Arrangements.

Hotel Motor-Omnibus and Porters meet all Trains and Boats.

THE MANAGEMENT

Chinese and Foreign Banking Announcements

Chartered Bank of India, Australia and China

Incorporated by Royal Charter 1853.

Capital	£2,000,000
Reserve Fund	2,000,000
Reserve Liability of Shareholders	£2,100,000

Head Office:
38 BISHOPSGATE, LONDON, E. C.

Court of Directors:
Sir Montagu Cornish Turner, Chairman.
Sir Duncan Carmichael.
T. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
W. H. Neville Goschen, Esq.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
W. Foot Mitchell, Esq.
Lewis Alexander Wallace, Esq.

Bankers:
The Bank of England.
The London Joint City & Midland Bank Limited.
The London County and Westminster and Parrs Bank, Limited.
The National Provincial Bank of England, Limited.
The National Bank of Scotland, Limited.

Agencies and Branches:

Amritsar	Hollo	Puket
Bangkok	Ipoh	Rangoon
Batavia	Karachi	Saigon
Bombay	Klang	Seremban
Calcutta	Kobe	Singapore
Canton	Kuala-Lumpur	Shanghai
Cebu	Madras	Sourabaya
Colombo	Manila	Taiping
Delhi	Medan	(F. M. S.
Haiphong	New York	Tavoy (Lower
Hankow	Peking	Burma)
Hongkong	Penang	Tientsin
	Yokohama	

Shanghai Branch 13 The Bund.

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought, Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Accounts, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

A. I. D. STEWART.
Manager.

BANQUE DE L'INDO-CHINE

Capital	Frs. 48,000,000.00
Reserve	Frs. 50,000,000.00

Succursales et Agences:

Bankuk	Hanoi	Saigon
Battambang	Hongkong	Shanghai
Canton	Mengtze	Singapore
Djibouti	Noumea	Tientsin
Dondichery	Peking	Tourane
Haiphong	Papoete	
Hankoou	Pnom-Penh	

Bankers:
In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et commercial; Societe Generalle.
In London: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte des Paris; Credit Lyonnais.

This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according to arrangement.

L. ARDAIN.
Manager.

The Exchange Bank of China

SHANGHAI BRANCH
41 Kiangse Road.

Telephone C. 1941.
Telegraphic Address "Knabex."

Capital	Yen 10,000,000
Head Office	Peking.

Registered in the Ministry of Finance.

General Banking Business of Every Description transacted.

Foreign and Domestic Exchange Business a specialty. We issue Demand Drafts, T/T, Letters of Credit, Buying and Selling Specie, etc., etc.

Foreign and Domestic Commercial Papers and Bills discounted.

Loans and Advances made on approved Securities.

Interest allowed on current accounts and fixed deposits according to arrangement.

Foreign Agencies at Tokio, Yokohama, Kobe, Osaka, Nagasaki, Moji Singapore, Bombay, London, New York.

Domestic Agencies at Tientsin, Hankow, Klukiang, Tsingtao, Dairen Changchun, Mukden, Foochow, Amoy Swatow, Hongkong, Canton.

E. C. KONG,
Manager.

Hongkong & Shanghai Banking Corporation

Paid-up Capital	$15,000,000
Reserve Funds:—	
Sterling £1,500,000 @ 2/-	$15,000,000
Silver	21,000,000
	$36,000,000
Reserve liability of Proprietors	$15,000,000

Head Office: HONGKONG

Court of Directors:
J. A. Plummer, Esq., Chairman.
Hon. Mr. E. V. D. Parr, Deputy Chairman.
A. H. Compton, Esq.
Hon. Mr. S. H. Dodwell.
C. S. Gubbay, Esq.
P. H. Holyoak, Esq.
Hon. Mr. J. Johnstone.
W. L. Pattenden, Esq.

Chief Manager.
Hongkong—N. J. STARR.

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Amoy	Ipoh	Penang
Bangkok	Johore	Rangoon
Batavia	Kobe	Saigon
Bombay	Kuala-Lumpur	S. Francisco
Calcutta	London	Shanghai
Canton	Lyons	Singapore
Colombo	Malacca	Sourabaya
Foochow	Manila	Tientsin
Hankow	Nagasaki	Tsingtao
Harbin	New York	Vladivostock
Hollo	Peking	Yokohama

London Bankers:
London County Westminster and Parr's Bank, Ltd.

Shanghai Branch: 12, The Bund.
Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN.
Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid)	55,000,000
Reserve Fund	26,960,000
	Kug. Tls.
Capital Contributed by the Chinese Government	2,500,000
Reserve Fund	1,750,000

Head office: PETROGRAD.
Paris office: 9 Rue Boudreau.
London office: 64 Old Broad Street, E.C. 2.

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Paris: Sciete Generale pour favoriser le Development de Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
Lyons: Societe Generale pour favoriser le Development du Commerce et de l'Industrie en France.
Milan: Credito Italiano.

FAR EASTERN BRANCHES:

Bombay	Hailar	Nicolayewsk
Chanchun	Hankow	O/Amur
(Kwan-chendze)	Harbin	Peking
	Hongkong	Shanghai
Chefoo	Manchouli	Tientsin
Dairen (Dalny)	Newchwang	Vladivostock
	Peking	Yokohama

85 Branches and Agencies in Russia, Siberia and Mongolia.

SHANGHAI BRANCH

Interest allowed on Current Accounts and Fixed Deposits in Taels, Dollars and Roubles. Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

Safe Deposit Boxes.

L. JEZLERSKI,
G. CARRERE.
Managers for Asia.

The National Commercial Bank, Ltd.

Established 1907.

Paid-Up Capital	$1,000,000.00
Reserve Fund	$91,347.41

Head Office: Shanghai
Peking and Kiangse Roads.
Tels: Managers' Office: Central 2650
General Office: Central 2613 & 2614

Branches:
Hangchow, Hankow, Peking, Tientsin, Mukden and Harbin.

FOREIGN CORRESPONDENTS
London, New York, San Francisco, Tokio, Yokohama, Kobe and Osaka.

Correspondents at the principal cities throughout China.

Interest allowed on Current Accounts and Fixed Deposits in Taels, Dollars, Gold Dollars, Sterling and Y according to arrangement.

Interest allowed on Deposits at Call both in Taels and Dollars according to arrangement.

Domestic and Foreign Drafts purchased and sold.

Credit grant on approved securities.

Savings Accounts—4% per annum.

Every description of banking business transacted.

Modern Safe Deposit Boxes For Rent.

SHEN CHU HSU, Manager.
SHU CHIN MIN, Sub-Manager.
C. C. YANG, Sub-Manager.

Banque Belge Pour L'Etranger

Societe Anonyme
Filiale de la Societe Generale de Belgique
(THE BELGIAN BANK)

Paid-Up Capital	£2,000,000
Reserves	£431,890

Head office: BRUSSELS
London: 2 Bishopsgate, E.C.2
Branches: Alexandria, Tantah, Cairo, Peking, Tientsin,
Agents:
New York: 31 Pine Street
Manchester: 31 Mosley Street

President:
JEAN JADOT
Gouverneur de la Societe Generale de Belgique

Bankers:
London: Martin's Bank, Ltd.
Brussels: Societe Generale de Belgique.
Antwerp: Banque d'Anvers.
Paris: Banque Nationale de Credit.
Lyons: Banque Nationale de Credit.
Marseilles: Banque Nationale de Credit.
New York: Guaranty Trust Co. of New York.

Interest allowed on Current Accounts in gold or local currency and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

M. DEMETS.
Manager.

Hongkong & Shanghai Banking Corporation

Savings Bank Office:
12 The Bund, and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single not at any time exceed the sum of $5,000.

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

Commercial Bank of China

Head Office: SHANGHAI

Subscribed Capital Sh. Tls.	5,000,000
Paid-Up Capital Sh. Tls.	2,500,000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:

For 3 months at 3% per annum.
For 6 months at 4 % per annum.
For 12 months at 5% per annum

On deposits in Dollars according to arrangement.

H. G. MARSHALL,
Chief Manager.

中華匯業銀行 Chung Foo Union Bank

(Established in 1917.)
Statutes approved by the Government in 1916.
Head Office: Tientsin

Subscribed Capital	$2,000,000
Paid-Up Capital	$1,020,000
Reserve Fund	$ 20,000

Acting Managing Director:
NIEH CHI-WEI

Branches and Agencies in Domestic Cities and Foreign Countries:

Tientsin	Chinkiang	Ichang
Shanghai	Soochow	Changsha
Peking	Wusieh	Shasi
Hankow	Hangchow	Wuhu
Nanking	Ningpo	London
Yangchow	Shaoshing	New York
Hsuchow	Canton	San Francisco
Pengpu	Hongkong	Boston
Changchun	Changteh	Tokio
Antung	Chengchow	Kobe
Klukiang	Tsinkiangpu	Osaka
	Yokohama	

And also other principal cities in foreign countries.

SHANGHAI BRANCH,
S. 441 Ningpo Road.
Tel. Central 1929 Managers' Office.
Tel. Central 2618 General Office.

Every description of Banking and Exchange business transacted. Interest allowed on Current Accounts and Fixed Deposits both in Taels and Dollars according to arrangement.

Credits granted on approved securities.

Y. R. SUN, Manager.
W. D. ZAU, Sub-Manager.

International Banking Corporation

Head Office:
National City Bank Building
55 Wall Street, New York.

Capital and Surplus	U.S. $6,500,000
Undivided Profits	U.S. $2,563,060.00

H. T. S. Green,
President & General Manager.

London Office:
36 Bishopsgate, E. C.
San Francisco Office:
332 Montgomery Street.

Far Eastern Branches
China: Shanghai, Peking Tientsin, Hankow, Hongkong, Canton.
Japan: Yokohama, Kobe.
Philippines: Manila, Cebu.
India: Rangoon Bombay, Calcutta.
Straits Settlements: Singapore.
Dutch East Indies: Batavia, Soerabaya.
West Indian and Central American Branches:
Republic of Panama: Panama, Colon.
Republic of Colombia: Medellin.
Dominican Republic: Santo Domingo, San Pedro de Macoris.
Santiago, Puerto Plata.

In addition to our own Branches, by reason of our close affiliation with *The National City Bank of New York* we are able to offer the facilities of its branches at Bahai, Buenos Aires, Caracas, Genoa, Havana, Montevideo, Moscow, Petrograd, Rio de Janeiro, San Juan, P. R., Santiago de Cuba, Santos, Sao Paulo Valparaiso, Vladivostock.

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts opened and Fixed Deposits taken on rates that may be ascertained on application to the Bank.

H. C. GULLAND, Manager.
1a, Klukiang Road.

THE BANK OF CANTON, LIMITED.

Incorporated 1912.

Capital (fully paid)	H.$	2,000,000.00
Reserve Fund	H.$	400,000.00
Investment reserve fund	H.$	40,000.00

Head Office
No. 6 Des Voeux Road, Hongkong.

Shanghai Office
No. 2 Ningpo Road

BRANCHES AND AGENCIES

Canton	Bangkok	San Francisco
Batavia	Bombay	Colombo
New York	Manila	Samarang
London	Singapore	Calcutta
Honolulu	Rangoon	Yokohama
Sourabaya	Canada, etc.	

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

C. C. WONG,
Act. Manager.

BANK OF COMMUNICATIONS

Specially authorised by Presidental Mandates of April 7th, 1914, and October 31st, 1915.

Capital: Kuping Taels 10,000,000

HEAD OFFICE: PEKING
Over 60 Branches and Agencies at principal cities and commercial centers in China.

Agencies abroad: Singapore, Hongkong, Tokyo (Japan).

SHANGHAI BRANCH
35 Szechuen Road.

Interest allowed on both Current and Fixed Deposit Accounts; Credit granted to approved securities, and every description of Banking and Exchange business transacted.

H. TAO, Manager.
Y. M. CHIEN, Sub-Manager.

Yokohama Specie Bank, Limited

(Established 1880.)

Head Office: YOKOHAMA JAPAN.

	Yen
Capital Fully paid-up	48,000,000
Reserve Fund	25,000,000

London Bankers:
The London County and Westminster and Parr's Bank, Ltd.
The National Provincial and Union Bank of England, Ltd.
The London Joint Stock Bank, Ltd.

Branches and Agencies

Batavia	Los Angeles	Seattle
Bombay	London	Shanghai
Buenos Ayres	Lyons	Shimonoseki
Calcutta	Manila	Singapore
Changchun	Mukden	Sourabaya
Dalny	Nagasaki	Sydney
Hankow	Newchwang	Tientsin
Harbin	New York	Tokio
Hongkong	Osaka	Tsinanfu
Honolulu	Peking	Tsingtau
Kaiyuen	Rangoon	Valdivostock
Kobe	S. Francisco	

SHANGHAI BRANCH
Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.

Drafts granted on principal places in Japan, Korea, Formosa, China and the chief commercial places in Europe, India and America.

Every description of Banking and Exchange Business transacted.

K. KODAMA, Manager.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital	$60,000,000.00
Paid-Up Capital	$12,279,900.00
Reserve Fund	$1,298,552.60
Special Reserve Fund	$1,898,933.68

HEAD OFFICE: PEKING.
Branches and Agencies:

Peking	Taiyuan	Shanghai
Tientsin	Kaifong	Hankow
Changchun	Wuhu	Ichang
Antung	Anking	Changsha
Dairy	Hangchow	Nanchang
Moukden	Ningpo	Klukiang
Newchwang	Nanking	Foochow
Harbin	Chinkiang	Amoy
Kirin	Hsuchow	Canton
Tsinan	Soochow	Hongkong
Chefoo	Wusieh	Swatow
Tsingtau	Yangchow	Chungking

SHANGHAI BRANCH.
2 HANKOW ROAD.

Loans granted on approved Securities. Local Bills discounted. Interest allowed on Current Accounts and Fixed Deposits in Taels or Dollars according to arrangement.

SUNG HAN-CHANG,
Manager.

Shanghai, 15th February, 1919.

Banque Industrielle de Chine

Capital ..... Francs 75,000,000
one-third of the Capital, i. e., Frs. 25,000,000, subscribed by
THE GOVERNMENT OF THE CHINESE REPUBLIC
Statutes approved by the Government of the Chinese Republic on January 11, 1913.

President, Andre Bertheliot.
General Manager, A. J. Pernotte.

HEAD OFFICE
74, RUE ST. LAZARE, PARIS.
Branches in Peking, Tientsin, Shanghai, Hongkong, Saigon, Haiphong and Yunanfou

BANKERS:
In France: Societe Generalle pour Favoriser le Development du Commerce & de l'Industrie en France.
In London: London County and Westminster and Parr's Bank Ltd.
London City & Midland Bank Ltd.
In New-York: Redmond & Co.
In Italy: Banca Commerciale Italiana Credito Italiano

Taels, Dollars, Gold Accounts
Interest allowed on Current Accounts in Gold or Local Currency and fixed deposits on application.

Every description of Banking and Exchange business transacted.

Savings accounts in Gold and Local Currency.

G. LION, Manager.

The Mercantile Bank of India, Ltd.

Subscribed Capital	£1,500,000
Paid up Capital	750,000
Reserve Fund	700,000

HEAD OFFICE, 15 Gracechurch Street, LONDON, E. C.

London Bankers:
London Joint City and Midland Bank, Ltd.

Branches & Agencies.

Bombay	Howrah	Madras
Calcutta	Handy	Penang
Colombo	Karachi	Port Louis
Delhi	Kota Bahru	(Mauritius)
Galle	(Kelantan)	Rangoon
Hongkong	Kuala Lumpur	Shanghai
	Singapore	

Shanghai Branch.
EVERY description of Banking and Exchange business transacted. Interest allowed on Tael Current Accounts at 2 % per annum and an Fixed Deposits at rates which may be ascertained on application.

C. T. BEATH Manager.
26 The Bund.

Nederlandsche Handel Maatschappij

(NETHERLANDS TRADING SOCIETY.)

Established 1824.
Paid-up-Capital—
Guilders 70,000,000 (about £5,833,333)
Reserve Fund—
Guilders 12,760,286 (about £1,063,357)
Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM.

Branches:

Bandjermasin	Medan	Singapore
Bandoeng	Padang	Soerabaya
Cheribon	Palembang	Soerakarta
Djember	Pekalongan	Tebing-Tinggi
Djokjakarta	Penang	Tegal
Hongkong	Pontianak	Telok-Beton
Kota-Radja	Rangoon	Tjilatjap
Langsa	Semarang	Weltevreden
Makassar		

London Bankers:
National Provincial and Union Bank of England, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.

SHANGHAI INTEREST ALLOWED on current tael accounts and fixed deposits, according to arrangement.

B. G. J. WYNBERG.

Resources: Pesos 248,000,000

Philippine National Bank

No. 1 The Bund, Shanghai

Telephone: Central 2741

Head Office: MANILA

BRANCHES:
37 Broadway, New York, and throughout the Philippines.

Correspondents at principal cities in the Orient, United States and Europe.

CHECKING AND SAVING ACCOUNTS: FIXED DEPOSIT
Exchange Bought and Sold
Commercial and Travellers' Letters of Credit
Travellers' Checks

Silk Market

Messrs. William Little and Co's report dated August 22, says:

With the exception of a few parcels of Steam Filature at somewhat lower rates, the markets continue devoid of interest.

Share Market

In their report dated August 21, Messrs. J. P. Bisset and Co. write as follows:

Business on the Shanghai Stock Exchange during the past week has been restricted and dull. Transactions are few and the turnover almost negligible.

ASIA BANKING CORPORATION

An American Bank

Head Office—New York City
Head Office for the Far East, Shanghai
Corner Kiukiang and Kiangse Roads.

OTHER BRANCH OFFICES
Hankow-Hongkong-Peking-Tientsin

The Asia Banking Corporation offers an American Banking Service and respectfully solicits your patronage. It is organised especially for the purpose of fostering and developing trade between the Orient and the United States. The entire service, information and TIME of our bank, its staff and correspondents are at the disposal of our clients and their friends.

Interest allowed on current, fixed and saving accounts carried in Taels, Mexican Dollars, U.S. Gold, Sterling and Francs.

Foreign or local drafts purchased at best rates, or entered for collection.

Imports and exports financed.

Commercial credits established.

Drafts sold on, and telegraphic payments effected in, any part of the World.

Financial And Commercial News

Exchange and Bullion

Shanghai, August 23, 1919.

Money And Bullion

Sovereigns: buying rate
@ 5/10¼ = Tls. 3.4043
@ exch. 7.32 = Mex. $4.6507
Gold Dollars: Bank buying rate,
@ 122¾ = Tls. 81.14
@ exch. 7.32 = Mex. $111.30
Mex. Dollars Market Rate: 72.875
S'hai Gold Bars: 978 touch Tls. 200
Copper Cash .... per tael 186.700
Native Interest ..... Tls. 16

Latest London Quotations

Bar Silver	60⅜d.
Bank Rate of Discount	5%
Ex., Paris on London	Fr. 33.97
Ex., New York on London T.T.	G.$4.16½

Exchange Closing Quotations

London	T.T.	5/10⅛
London	Demand	5/10⅜
India	Nom. T.T.	306½
Paris	T.T.	911
Paris	Demand	914
New York	T.T.	122½
New York	Demand	122¾
Hongkong	T.T.	65
Japan	Nom. T.T.	40¾
Batavia	T.T.	332
Singapore	T.T.	40⅛

Bank Buying Rates
Nominal

London	Demand	5/11½
London	4 m/s. Cdts.	6/1
London	4 m/s. Docy.	6/1¼
London	6 m/s. Cdts.	6/1½
London	6 m/s. Docy.	6/1¾
Paris	4 m/s.	983
New York	o/d. Docy.	124
New York	4 m/s.	132¼

ROUBLES EXCHANGE
Today's Bank Buying Rate
For Roubles
Roubles 5,900 ..... = Tls. 10(
Roubles 100 ... Nom. = Mex. $2.2(

CUSTOMS HOUSE EXCHANGE RATES FOR AUGUST

Hk. Tls.	3.25 @ 5/6	½	£1
,,	1 @ 828 nom.	Fr.	9.22
,,	0.74 @ 121¼	Gold	$1
,,	1 @ 41½	Yen.	2.68
,,	1 @ 15	Rupees	4.62
,,	1 @ —	Roubles	—
,,	— @ 1.50	Mex.	$1.50

Stock Exchange Transactions

Shanghai, August 23, 1919.
TODAY'S QUOTATIONS
Official
No Business Reported
Unofficial
Zlangbes Tls. 3.90

Shanghai Produce & Stock Exchange Transactions

Shanghai, August 23, 1919.
Japanese Bond: 5%
Tls. 35.55 Aug.
Shanghai P. and S. Exchange
Tls. 20.20 Aug.
Yangtszepoo Cotton Mill
Tls. 15.00 Aug.
Local Yarn:
Water Moon 16's
Tls. 198.70 Sept.
Tls. 201.10 Oct.
16/20's Tls. 211.50 Oct.
Tls. 209.50 Nov.
Tls. 207.10 Dec.

Piece Goods And Yarn

Messrs. Ilbert and Co. write as follows in their report for week ending August 22:

Piece Goods

Trade continues stagnant all round, the position being precisely the same as reported in our issue of last week. It is obvious that there is an enquiry to be filled at some time, as the up-country buyers occasionally test prices with offers at severely cut rates, and it is quite probable therefore that when they are satisfied that the bottom of the market has been reached, we may see a resumption of business on a scale warranted by the healthy statistical position of the trade coupled with the state of comparative wealth prevailing throughout the Yangtsze valley as a result of the profitable export trade of the past few months.

A feature of the week has been the steady downward trend, with occasional daily reactions, in cotton quotations in Liverpool and New York, with new crop prices quoted appreciably higher than the old crop, which tends to bear out recent unfavorable reports of the new season's prospects. Unfortunately as far as fresh business from Shanghai is concerned, prices in Lancashire appear to be little affected by movement in cotton, being at the moment more sensitive to local conditions such as labor unrest and the increased cost of coal and materials generally.

Grey Shirtings Generally.—We have no private sales to report this week with the exception of small parcels of 7 lbs. Blue Eagle and Peacock chops at Tls. 3.35. There was a serious falling off in auction values all round at the Yuen Fong sale today, though the earlier auctions were fairly steady.

White Shirtings.—Our remarks in the previous paragraph apply equally to these goods, there being a complete lack of interest on the part of buyers both as regards auction and private chops.

Bleached T-Cloths.—Some small transactions are reported in these goods, in Four Gold Cocks at Tls. 8.00 and Single Gold Cock at Tls. 6.50.

Dyed and Fancy Cottons.—These cloths are also affected by the general absence of demand and today's auction showed considerable weakness.

Cotton.—After remaining steady at the beginning of the week, the market for new crop fell to the extent of two to three taels per picul during the last few days, bringing prices down approximately to the level of those of the old crop. It is now possible to discount a great part of the rumors of damage which were circulated earlier in the Season, and the present spell of fine weather makes it obvious to sellers that the premiums recently quoted for the new crop were unwarranted.

Quotations for spot delivery, which may be taken as about Tls. 0.50 below forward delivery, are:—Tungchow Tls. 32.00, Shanghai Tls. 30.00, and Taichong Tls. 31.00.

The Liverpool market is steadily going on to a lower basis, the latest quotations by Reuter being:—G. M. American at 18.29d, Egyptian F. G. F.: Sakillaridis 29.50d, and Fine Bengals and Scinde 14.85d per lb.

Local Yarn.—Little change can be recorded in this section except that No. 16's are in fairly strong demand for forward delivery and stocks of this count are practically nil. Sales are made public as follows:

No. 10's—200 Bls Gold Lion at Tls. 151.00.

No. 16's.—400 Bls Wedding (heavy) at Tls. 195.00/198.00, 800 Bls. Coloured Stork (heavy) at Tls. 195.50 and 100 Bls. Censor (heavy) at Tls. 196.00.

Indian Yarn.—Market quite steady at about the level of last week but with business still confined to comparatively small quantities, sale being returned as follows:

No. 10's:—100 Bls. Connaught at Tls. 149.00, 100 Bls. Vase at Tls. 153.00, and 100 Bls. Swadeshi Kose at Tls. 159.00.

No. 12's:—100 Bls. China at Tls. 162.00, 100 Bls. Currimbhoy at Tls. 164.50, and 200 Bls. Morarjee Goculdass, at Tls. 162.00.

Hongkong Share Market

Messrs. Moxon and Taylor write as follows in their report dated Aug. 15:

In spite of exceptionally hot weather, prices generally are well maintained but the volume of business has decreased considerably.

Banks.—Hongkong Banks, in view of the persistent rise in Exchange have declined to a selling price of $670 ex dividend. The Interim Dividend of £2 5s. per share (at Ex. 3s. 6d. = $12.86) was paid on the 11th instant.

Marine Insurances.—Cantons have changed hands at $435 in small numbers. North Chinas, buyers are offering Tls. 215. Unions under an unsatisfied enquiry have advanced to a buying quotation of $220. Yangtszes at $280 are still in demand.

Fire Insurances.—China Fires at $138½ and Hongkong Fires at $340 are unchanged.

Shipping.—Douglases might be placed at $96. Steamboats have changed hands at $24½ and further shares might be placed at this price. Deferred Indos have eased off slightly to $188 for cash but the forward market is firm with few shares offering. London quotes £41 10s. Star Ferries are firm at $35½. Shells have re-acted slightly in London and are now quoted £8 15s. ex rights.

Refineries.—China Sugars after a little weakness are steady at $180. Some disappointment is felt at the non payment of an interim dividend which had been expected in view of an apparently very prosperous year. Malabons are wanted at $46.

Oils and Mining.—Raubs are in request at $2.10. Ural Caspians have sellers at 45s. Tronohs at 44s. 6d. are wanted as are Kailans at 60s. Langkats are very firm at Tls. 19 for cash and Tls. 20 for September. Sellers are scarce. Anglo Egyptian "B" are still quoted £5 11s. 3d. in London.

Docks, Wharves and Godowns.—Kowloon Wharves relapsed to $96 but there are buyers now at $96½ for cash and equivalent rates forward. Hongkew Wharves are the same. Hongkong Docks have again strengthened—the cash market rising to $170 at which price a few shares have changed hands. Shanghai Docks are very quiet at Tls. 120. New Engineerings at Tls. 26 are unaltered.

Lands, Hotels and Buildings.—Centrals are wanted at $110. Hongkong Lands at $122 could be placed. Humphreys have improved to $8.60 buyers. Hotels are without business at $124.

Kowloon Lands at $46 are nominal. Reclamations at $175 are unaltered. West Points at $94 are wanted.

Electric Companies.—Hongkong Electrics probably under the influence of a small "bear" squeeze have risen to $183 at which rate no shares appear to be available. China Lights are in good demand at $6 for the old and $2 for the new. Hongkong Trams at $8.65 are wanted.

Miscellaneous.—China Borneos are quoted at $13. Dairy Farms after sales at $30¼ are wanted at $30. Ropes could be got at 133. Providents at $9 are steady but quiet. Cements are nominal at $8½. Powells at $12 are in request. Waterboats after sales at $16½ are nominal at that price. Steam Laundries are steady at $3¾. Watsons have risen to $5.50 buyers.

Rubbers.—Linggis, London quotes £3 7s. 6d.

Rubber Prices

Messrs. R. N. Truman and Co. are in receipt of the following telegraphic report from their Singapore agents in connection with the last weekly report auction held on August 20.

"Average price realised:

No. 1 Smoked Sheet—$0.75½ per pound equivalent to 1s. 9½d. ex warehouse Singapore.

No. 1 Crepe—$0.78½ per pound equivalent to 1s. 10½d. ex warehouse Singapore.

Market steady, offered 942 tons; sold 757 tons."

Amusements

ISIS THEATRE

Sunday Matinee, 3 p.m. (Sharp)
The Famous Thomas Ince Triangle Feature
"SISTER OF SIX"
Five Parts
and
"THE LIGHTNING RAIDER"
13th and 14th Episodes
Four reels, crammed with sensational and most thrilling incidents.

NEW PROGRAMME
for
Monday, 25th August.
"THE LIGHTNING RAIDER"
Final Episode (Two Parts)
ALSO SHOWING
The Most Enthralling Love-Drama,
"THREE WEEKS"
Five Parts
Adapted from Elinor Glyn's Novel, which has been translated into the languages of all civilised countries.

5th Season **LYCEUM THEATRE** Commencing Monday, Sept. 1st

Mr. T. Daniel Frawley
PRESENTS
The Frawley Company
in a series of New York and London successes.

Monday and Tuesday. September 1 and 2	"LIGHTNIN" The Greatest Character Play ever Written. Mr. Frawley as "Lightnin Bill Jones."
Wednesday and Thursday, September 3 and 4	"SCANDAL" by Cosmo Hamilton. The rage of London. A modern society comedy-drama.
Friday and Saturday. September 5 and 6	"TURN TO THE RIGHT" A human interest story with a moral.

Prices $3, $2 and $1 — Booking at Moutrie & Co.
Saturday, September 6th, Matinee at 3 p.m. "SCANDAL"
Usual Prices — Children Half-Prices

AMUSEMENTS

APOLLO THEATRE TO-MORROW, MONDAY, August 25th, 26th and 27th

Pathe presents
"HER LIFE AND HIS" — A th photoplay — "HER LIFE AND HIS"
5 Parts of GOOD DRAMA — Celebrated artistes — 5 Parts of GOOD DRAMA
Splendid pictures in this City.
Taken by Messrs. Pathe Freres.

PATHE'S BRITISH AND AMERICAN GAZETTES
LONESOME LUKE in LONESOME LUKE
"LOOK OUT BELOW"
If you want a good hearty laugh, here is a film with laughter of the real hearty kind.
Time and prices as usual.
Thursday next: FRANK KEENAN in "TODD OF THE TIMES"

Matinee, Sunday 3.30 p.m. "FATHER AND BOYS" 5 Parts Comedy Drama
Tonight "SALVATION JOAN" 7 Reels of a Good Drama

A Powerful Story of Modern Society
A Masterful Human Interest Drama
WILL BE PRESENTED
At the Victoria Theatre
on
Sunday, August 24th
ENTITLED
"AS MEN LOVE"
FEATURING
MYRTLE STEDMAN
and
HOUSE PETERS

THE FAMOUS DRAMATIC ACTOR
LOU-TELLEGEN

IS TO BE SEEN AT THE
OLYMPIC THEATRE
IN A THRILLING DRAMATIC MASTERPIECE
TONIGHT
August 24th
"THE VICTORIA CROSS"
IN FIVE PARTS
An unusual and impressive Photo-Dramatization with an all-Paramount Cast.

AMUSEMENTS

APOLLO THEATRE
THURSDAY, AUGUST 28, 29, 30 and 31
Pathe Presents
FRANK KEENAN
"AMERICA'S GREATEST CHARACTER ACTOR"
IN
"Todd Of The Times"
EXTRA SELECTED PHOTOPLAY
IN FIVE ACTS

Todd's dream was to be Managing Editor of The Times. When he ceased dreaming and started aggressive action, then his dream was realized.

A SPLENDID MIXTURE OF COMEDY AND DRAMA WITH A LEADING ROLE WHICH FITS FRANK KEENAN LIKE A GLOVE. AS ALWAYS, HE IS IMMENSE IN THIS DELINEATION OF CHARACTER

WHICH WOULD YOU RATHER BE?
MANAGING EDITOR OF A NEWSPAPER, OR "MANAGING EDITOR" OF YOUR OWN HOME?
TODD STARTS OUT AFTER ONE AND SECURES BOTH

Matinee, Today 3.30 p.m. "FATHER and BOYS" 5 Parts Comedy Drama.
Tonight "SALVATION JOAN" 7 good reels of Drama

BOSTOCK'S GRAND CIRCUS
AT CHANG SU HO GARDENS
Today at 5.15 p.m.
Tonight at 9.15
2 GRAND PERFORMANCES
SEE NEW ARTISTS
NEW ACTS
NEW ATTRACTIONS
BOOK AT MOUTRIE'S

St. GEORGE'S GARDEN
Bubbling Well Road.
Tonight, August 24th
MABEL NORMAND in "MICKEY"
MABEL NORMAND in "MICKEY"
7 Reels of Adventure—Romance Humour———Pathos 7
A picture that is making motion-picture history all over the world.
It is a picture you cannot afford to miss.
Pathe's Gazette and Other New Films.

GENERAL SHIPPING NEWS

Vessels Loading

For River Ports

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Wuchang**, Captain Pickard, will leave on Sunday, August 24, at about 12 o'clock midnight. For Freight, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

HANKOW & PORTS.—The Str. **Hwahta**, will leave on Sunday night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The Co.'s Steamer **Talee Maru**, Captain G. Kawamwa, will be despatched from N.K.K. Pootung Wharf on Monday, August 25, at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA**. No. 5 The Bund.

HANKOW & PORTS.—The Str. **Kiangyu**, Captain W. Phillip, will leave on Monday night. For Freight or Passage apply to C.M. C.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. **Luenho**, 2,863 Tons, Captain Jackson, will sail for the above-mentioned ports from Hunt's Wharf on Monday, August 25, about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Tel. C. 250 Freight, Tel. C. 240 Passage.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Tatung**, Captain C. C. Wiliams, will leave from the French Bund on Monday, August 25, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. **Suiwo**, 2,671 Tons, Captain Smith, will sail for the above-mentioned ports from Hunt's Wharf on Tuesday, August 26, about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Tel. C. 250 Freight, Tel. C. 240 Passage.

HANKOW & PORTS.—The Co.'s Steamer **Suiyang Maru**, Captain S. Kusakari, will be despatched from the China Merchant's Central Wharf on Tuesday, August 26, at about 12 midnight. For Freight and passage apply to **THE NISSHIN KISEN KAISHA**, No. 5 The Bund.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Luenyi**, Captain Frazier, will leave from the French Bund on Tuesday, August 26, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Co.'s Steamer **Fenyang Maru**, Captain S. Takano, will be despatched from N. Y. K. mail Wharf on Wednesday, August 27, at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA**, No. 5 The Bund.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Chungking**, Captain J. Meathrel, will leave on Wednesday, August 27, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. **Waishing**, 1,864, Tons, Captain Tapsell, will sail for the above-mentioned ports from Hunts Wharf on Wednesday, August 27, about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Tel. C. 250 Freight. Tel. C. 240 Passage.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. **Kutwo**, 2,664, Tons, Captain Gibb, will sail for the above-mentioned ports from Hunts Wharf on Thursday, August 28, about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Tel. C. 250 Freight. Tel. C. 240 Passage.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. **Wingsang**, 2,339 Tons, Captain Christie, will sail for the above-mentioned ports from Hunts Wharf on Friday, August 29, about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Tel. C. 250 Freight. Tel. C. 240 Passage.

HANKOW & PORTS.—The Co.'s Steamer **Yohyang Maru**, Captain Y. Ikeda, will be despatched from N.K.K. Pootung Wharf on Friday, August 29, at about 12 o'clock midnight. For Freight and Passage, apply to **THE NISSHIN KISEN KAISHA**. No. 5 The Bund.

For Southern Ports

FOOCHOW.—The Str. **Hacan**, ——— will leave on Sunday morning. For Freight or Passage apply to C.M.S.N. Co.

NINGPO.—The China Navigation Co.'s Steamer **Hsin Peking**, Captain A. Scott R. N. R., will leave from the French Bund on Monday, August 25, at 5:30 p.m. For Freight or Passage apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

AMOY, HONGKONG & CANTON.—The China Navigation Co.'s Str. **Suiyang**, Captain J. Gibbs, will leave from the Watung Wharf direc for the above ports on Monday, August 25, at 3 p.m. Launch connecting this steamer will leave from the French Mail Jetty at 2:30 p.m. on the same day. For Freight or Passage apply to **BUTTERFIELD & SWIRE**, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

NINGPO.—The Str. **Kiangteen**, Captain D. D. Ross, will leave on Tuesday afternoon at 4 p.m. For Freight or Passage apply to C.M. S.N. Co.

SWATOW.—The China Navigation Co.'s Steamer **Ningpo**, Captain W. J. Freer, will leave on Tuesday, August 26, at 11 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

HONGKONG & CANTON.—The Str. **Kwangtee**, Captain Sangster, will leave on Tuesday morning. For Freight or Passage apply to C.M. C.

HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Chenan**, Captain H. E. Laver, will leave from the French Bund direct for the above ports on Tuesday, August 26, at 11 a.m. For Freight or Passage apply to **BUTTERFIELD & SWIRE**, Agents. Freight Tel. No. 77.

AMOY & SWATOW.—The China Navigation Co.'s Steamer **Holhow**, Captain F. M. Dillon, will leave on Wednesday, August 27, at noon. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

TAKAO (FORMOSA) via FOOCHOW & KEELUNG.—The Steamer **Kohoku Maru**, Captain N. Tsubaki, will be despatched from the Co.'s Yangtsbepoo wharf on September 3, at ——— The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kashia at ——— For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. No. 4234.

HONGKONG.—The Str. **Chicago Maru**, Captain S. Yamane, will be despatched from the Co.'s Yangtszepoo wharf on September 19, at ——— The steam-launch conveying passengers on board will leave the Custom jetty at ——— For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4. The Bund. Tel. Central No. 4234 & 4235.

For Northern Ports

CHEFOO & TIENTSIN.—The Str. **Hsinchang**, ——— will leave on Sunday morning. For Freight or Passage apply to C.M. S.N. Co.

TIENTSIN DIRECT.—The Kailan Mining Administration, will despatch the following Steamer **Kwangping**, on August 24, for Freight or passage, apply to Agent, No. 1 Jineke Road, Tel. 319 Central 1115.

TIENTSIN & DAIREN.—The Steamer **Kohoku Maru**, Captain M. Tsubaki, will be despatched from the Co.'s Yangtszepoo Wharf on August 25, at 10 a.m. The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at 9 a.m. For Freight or Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. No. 4234.

TSINGTAO.—The China Navigation Co.'s Steamer **Yingchow**, Captain E. B. Simons, will leave on Tuesday, August 26, at 11 am. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer **Tungchow**, Captain Harris, will leave from the French Bund on Tuesday, August 26, at 3 p.m. For Freight or Passage apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

CHEFOO & TIENTSIN.—The Str. **Hsinming**, Captain Mackinon, will leave on Tuesday morning. For Freight or Passage apply to C.M. C.

TIENTSIN.—The China Navigation Co.'s Steamer **Chusan**, Captain Davies, will leave on Tuesday, August 26, at 11 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer **Shuntien**, Captain Northcombe, will leave from the French Bund on Thursday, August 28, at 10 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer **Shengking**, Captain K. E. Tuebben, will leave from the French Bund on Saturday, August 30, at 10 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

For Foreign Ports

LONDON via HONGKONG, SINGAPORE, COLOMBO, PORTSAID MARSEILLES & ANTWERP.—The Steamer **Altai Maru**, Captain T. Fuchigami, will be despatched from the Co.'s No. 9 Buoy on August 26. For Freight please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Central No. 4234 & 4235.

TACOMA & SEATTLE CALLING at VICTORIA B. C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA.—The Osaka Shosen Kaisha's Steamer **Africa Maru**, Captain H. Yamanoto, will be despatched on Thursday, August 28. Through Bills of Lading are granted for American ports and overland points connecting with the Chicago, Milwaukee and St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices must accompany overland shipment. The steam-alunch conveying passengers on board will leave the Custom's Jetty at ——— For Freight or Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. No. 4234 & 4235.

LONDON, via HONGKONG, SINGAPORE, COLOMBO, PORTSAID & ROTTERDAM.—The Steamer **Alaska Maru**, Captain ——— will be despatched from the Co.'s No. 9 Buoy on September 17. For Freight please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. No. 4234 & 4235.

GENOA & MARSEILLES.—The Steamer **Java Maru**, Captain J. Furimura, will be despatched from Shanghai on September 28. For Freight please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Central No. 4234 & 4235.

Arrivals

Arrived		From	Ship's Name	Flag	Agents
Aug. 22	—	Ningpo	Kiangteen	Chi.	C.M.S.N. Co.
Aug. 23	—	Japan	Andre Lebon	Fr.	M.M. Cie
Aug. 23	—	Foochow	Kohoku Maru	Jap.	O. S. K.
Aug. 24	—	Hongkong	Suiyang	Br.	B. & S.
Aug. 22	—	Hongkong	Yingchow	Br.	B. & S.
Aug. 23	—	Hongkong	Kwangtee	Chi.	C.M.S.N. Co.
Aug. 23	—	Chefoo	Mingshun	Chi.	S.P.S.N. Co.
Aug. 23	—	Chinwangtao	Shunchang	Chi.	
Aug. 23	—	Japan	Taigen Maru	Jap.	
Aug. 22	—	River ports	Wuchang	Br.	B. & S.
Aug. 23	—	River ports	Tatung	Br.	B. & S.
Aug. 23	—	River ports	Kiangyu	Chi.	C.M.S.N. Co.
Aug. 23	—	River ports	Luenho	Br.	J.M. & Co.
Aug. 23	—	River ports	Talee Maru	Jap.	N.K.K.
Aug. 23	—		Mitsu Maru	Jap.	
Aug. 23	—	Cruise	L'kin	Chi.	Customs
Aug. 23	—	Swatow	Ningpo	Br.	B. & S.

Departures

Date		For	Ship's Name	Flag	Agents
Aug. 23	—	River ports	Tehhsing	Chi.	H.O.S.S. Co.
Aug. 23	—	River ports	Loongwo	Br.	J.M. & Co.
Aug. 23	—	River ports	Kiukiang	Br.	B. & S.
Aug. 23	—	River ports	Tafoo Maru	Jap.	N.K.K.
Aug. 23	—	Manila, H'kong	Venezuela	Am.	P.M.S.S. Co
Aug. 23	—	Vladivostok	Simbirsk	Rus.	R.V.F.
Aug. 23	—	C'foo, N'chwang	Shawhaing	Chi.	N.S.S.N. Co.
Aug. 23	—		Tenko Maru	Jap.	
Aug. 23	—	H'kong, C'ton	Tungshing	Chi.	S.P.S.N. Co.
Aug. 23	—	Japan	Kumano Maru	Jap.	N. Y. K.
Aug. 23	—	Nanking	Koun Maru	Jap.	Suzuki Co.
Aug. 23	—	Cruise	Shirayaki	Jap.	
Aug. 23	—	Ningpo	Kiangteen	Chi.	C.M.S.N. Co.

Passengers Arrived

Per I.C. s.s. **Luenho** from Hankow: Messrs. W. S. Dupree, H. K. Peters, H. C. Taylor, Miss H. A. Byle, Mr. and Mrs. Dewy, Mr. and Mrs. Porterfield.

Per C.M. s.s. **Kiangteen** from Ningpo: Mr. Hudson.

Per C.M. s.s. **Suiyang** from Hongkong: Misses E. M. and H. H. Sullivan, Mrs. C. Sullivan, Mrs. J. A. Thompson, Messrs. C. G. Duncan, H. Jones, C. D. Cousins.

Per C.M. s.s. **Yingchow** from Hongkong: Messrs. J. McGegn, T. Tokamatsu, Dr. Swift.

Per C.M. s.s. **Tatung** from Hankow: Mr. A. E. Johnson.

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Regular sailings every Tuesday, Wednesday, Friday and Saturday and every third Monday and Thursday.

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Regular sailings every Tuesday and Saturday and every alternate Thursday.

For AMOY, SWATOW, HONGKONG and CANTON.—S.S. Suiyang, Sunning, Sinkiang, Yingchow, Singan and Kaifong.—Sailing from the French Bund. Weekly service every Thursday to Amoy and every Sunday to Swatow. Connections at Hongkong with service to Philippines and Australian ports will be advised upon application.

Regular sailings every Tuesday, Thursday and Sunday mornings.

For NINGPO—S.S. Hsin Peking.—Sailing from the French Bund.

Regular sailings every Monday, Wednesday and Friday at 4.30 p.m.

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*S.S. West Conab	Aug. 29	*S.S. West Vaca	—
*S.S. West Vaca	Sept. 12	*S.S. West Sequana	Sept. —
S.S. Venezuela	Sept. 13	S.S. Ecuador	Sept. 20

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MEN OF WAR IN PORT

Section	Date	From	Name	Flag and Rating
WTW	———		Snipe	Br. gun-boat
O D W	———		Nightingale	Br. gun-boat
S N B	June 19		Kinaha	Br. gun-boat
O D W	July 15		Woodlark	Br. gun-boat
P. & O. P. I	———		Novaki	Jap. destroyer
7 P.	July 24		Monocacy	Am. gun-boat
TKDD	Aug. 12		Samar	Am. gun-boat
2 C.	Aug. 18		Wilmington	Am. gun-boat
1 C	Aug. 21		General Alava	Am. gun-boat

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(Subject to Alteration)

FOR LONDON (Via Hongkong, Singapore, Colombo, Portsaid, Marseilles and Antwerp).

	Tons	Capt.	Arrive	Leave
*ALTAI MARU	18,000	D. Fuchigami,	Aug. 23	Aug. 26

FOR LONDON (Via Hongkong, Singapore, Colombo, Portsaid and Rotterdam.

	Tons	Capt.		
*ALASKA MARU	18,000	S. Ogawa,	Sept. 14	Sept. 17

FOR GENOA and MARSEILLES.

	Tons	Capt.	Arrive	Leave.
*JAVA MARU	15,000	J. Furimura,	Sept. 23	Sept. 28

FOR NORTH AMERICA (Tacoma, Seattle and Vancouver) via Nagasaki, Kobe, and Yokohama.
In connection with the Chicago, Milwaukee and St. Paul Ry.

	Tons	Capt.	Arrive	Leave.
*AFRICA MARU	18,000	H. Yamamoto,	Aug. 27	Aug. 28

FOR HONGKONG

	Tons	Capt.	Arrive	Leave.
CHICAGO MARU	12,000	S. Yamane.	Sept. 18	Sept. 19

FOR NORTH CHINA PORTS (Tientsin and Dairen).

	Tons	Capt.		
KOHOKU MARU	5,000	N. Tsubaki,	Aug. 23	Aug. 25

FOR SOUTH CHINA PORTS and FORMOSA (Foochow, Keelung and Takao).

	Tons	Capt.	Arrive	Leave.
KOHOKU MARU	5,000	N. Tsubaki,	Sept. 3	Sept. 5

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TENYO MARU ..... Sept. 22, 1919

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VIA NAGASAKI, YOKOHAMA AND HONOLULU

*S.S. "NANKING" ..... AUGUST 26th
S.S. "CHINA" ..... SEP. 14th
S.S. "NILE" ..... OCT. 4th
*S.S. "NANKING" does not call at NAGASAKI

FOR HONGKONG DIRECT

S.S. "CHINA" ..... AUGUST 31st
S.S. "NANKING" ..... OCTOBER 21st

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	Tons		
KAMO MARU	16,000	Capt. M. Makamura,	Sept. 1
IYO MARU	12,599	Capt. K. Koakawa,	Sept. 15

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KATORI MARU	19,000	Capt. E. Tozawa,	Oct. 23

SHANGHAI-YOKOHAMA LINE (Via Nagasaki, Moji and Kobe.)

YAMASHIRO MARU	7,000	Capt. Y. Nakajima,	Aug. 27
CHIKUGO MARU	5,500	Capt. Y. Yoshida,	Aug. 30
KASUGA MARU	7,000	Capt. Y. Takahashi,	Sept. 5

MOJI, KOBE AND OSAKA LINE

TAKESHIMA MARU	4,500	Capt. R. Arakida,	Aug. 27
YAWATA MARU	7,000	Capt. H. Nojiri,	Aug. 30
OMI MARU	7,000	Capt. H. Yamamoto,	Sept. 3
KUMANO MARU	9,500	Capt. T. Sekine,	Sept. 6

FOR JAPAN

SHIDZUOKA MARU	12,500	Capt. R. Ozaki,	Sept. 8

FOR HONGKONG

KATORI MARU	19,000	Capt. E. Tozawa,	Sept. 29

FOR MANILA AND HONGKONG

FUSHIMI MARU	21,000	Capt. T. Irisawa,	Sept. 8

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TANGO MARU	14,000	Capt. M. Nishimura,	Sept. 24
NIKKO MARU	10,000	Capt. G. Yamazaki,	Oct. 22
AKI MARU	12,500	Capt. S. Shibata,	Nov. 19

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TIENTSIN-PUKOW LINE
TIME TABLE

(Published by order of the Administration)
March 15th, 1919, and until further notice

Mail 101.	Mail 3.		Miles	Peking-Mukden Line		Mail 4.
20.35	8.35		0	dep. Peking arr.		19.50
23.45	11.12		..	arr. Tientsin-Central dep.		17.00
23.50	11.17		84	dep. Tientsin-Central arr.		16.53
24.00	11.25		..	arr. Tientsin-East dep.		16.45
19.35	..		524	arr. Mukden dep.		..

Local 5.	Mail 3.	Exp. 1.		Tientsin-Pukow Line		Exp. 2.	Mail 4.	Local 6.
6.45	9.45	11.30	0	dep.	Tientsin-East arr.	17.05	15.45	20.15
6.55	9.55	11.40	2.71	arr.	Tientsin-Central dep.	16.55	15.35	20.05
7.25	10.15	11.55	78	dep.	Tientsin-Central arr.	16.31	15.20	19.45
13.02	16.00	15.30	148	dep.	Tsangchow dep.	13.05	11.28	15.28
16.40	19.20	18.08	—	dep.	Tsinanfu dep.	10.30	8.47	11.56
19.57	22.12	20.21	220	arr.	Tsinanfu dep.	8.06	6.00	8.30
7.	2				2			8.
6.00	22.25	20.31	—	dep.	Tsinanfu arr.	7.56	5.40	19.02
9.27	1.00	22.31	266	dep.	Taianfu dep.	6.01	3.25	16.24
12.27	3.47	0.38	318	arr.	Taianfu dep.	3.49	0.40	13.00
12.47	4.02	0.48		dep.	Taianfu arr.	3.39	0.02	12.38
16.00	6.55	3.16	377	dep.	Taianfu dep.	1.20	21.24	9.26
19.02	8.45	4.50	—	arr.	Taianfu dep.	23.36	19.20	6.30
9.	2.		420		2			10.
5.40	9.00	4.57	—	dep.	Taianfu arr.	23.29	19.00	20.50
11.26	13.02	8.38	522	arr.	Pengpu dep.	19.53	14.55	15.20
11.51	13.20	8.40		dep.	Pengpu arr.	19.48	14.35	14.09
18.27	17.34	11.52	600	dep.	Chuhsien dep.	16.48	10.50	8.37
20.08	18.55	13.00	681	arr.	Pukow dep.	15.30	9.20	6.40

N. Exp.	Exp.			Shanghai-Nanking Line		Exp.	N. Exp.
23.00	14.20	0	dep.	Nanking-Ferry arr.		14.15	6.50
7.00	21.00	193	arr.	Shanghai-North dep.		7.55	23.00

Yanchowfu-Tsinangchow Branch Line					Linchang-Tsochuang Branch Line					
13.10	4.10	d. Yanchowfu a.	12.08	23.53	21.30	16.40	9.30	d. Linchang a.	6.28	15.50	21.00
14.03	5.05	a. Tsinangchow d.	11.15	23.00	22.40	17.50	10.40	a. Tsochuang d.	5.15	14.40	19.50

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST"

The T. P. E. Express Trains are provided with 1st and 2nd class Sleeping, Dining accommodations and 3rd class cars only for 3rd class Through Passengers and servants accompanying 1st and 2nd class passengers.

Passengers travelling on the T. P. E. Express Trains must hold Express Extra Tickets in addition to passenger tickets. Application for Sleeping Accommodation should be made at the earliest possible moment to the Traffic Manager at Tientsin, or to the Traffic Inspectors at Tientsin, Tsinanfu, Hsuchowfu or Pukow.

By Order
THE TRAFFIC MANAGER.
Tientsin, March, 1919.

Large Display Advertisements
intended for the Sunday issue of The China Press
should be sent in before **5 p.m. on Friday**

THE CHINA PRESS MAIL SCHEDULE

SUNDAY, AUGUST 24, 1919

Date and Destination	Per	Chl.	Br.	USA	Rus.	Jap.	Reg.
Today.							
River Ports	Train & Str.	22.00	..	..	..	..	22.00
Manila Direct	E. of Russia	16.00	..	..	..	..	15.30
Swatow, Hongkong & Canton.	Hangsang	22.00	..	..	..	..	22.00
Manila direct	E. of Russia	..	..	14.00	..	..	13.00
Tomorrow.							
France, etc.	*Andre Lebon						
H'kong, S. Ports, Straits, Ceylon, India and Europe, via Suez	Andre Lebon	..	a3.00	..	..	..	..
H'kong, S. Ports, A'tralia, Straits, Ceylon, India and Europe	Andre Lebon	b3.00	..	..	..	..	..
Vladivostok and Siberia	Via P. & H.	17.00	..	..	..	..	..
River Ports	Train & Str.	22.00	..	..	..	..	17.00
Swatow and Hongkong	Hangsang	..	10.00	..	..	..	22.00
Chefoo	Hanming	22.00	..	..	..	..	..
Amoy, Hongkong & Canton..	Suiyang	14.00	..	..	..	..	22.00
Amoy and Hongkong	Suiyang	..	14.00	..	..	..	13.30
Hongkong and Canton	Kwanglee	22.00	..	..	..	..	22.00
V'stock and Siberia via Pukow and Harbin (Daily expect Sunday)	Train	..	..	..	17.00	..	17.00
Ningpo	Hsin Peking	..	15.00	..	..	..	..
Tientsin	Train	..	17.00	..	..	..	..
Hankow	Train	..	17.00	..	..	..	..
Vladivostok	Train	..	17.00	..	..	..	..
Tuesday, August 26.							
Weihaiwei and Chefoo	Tungchow	9.00	..	..	..	..	8.30
Weihaiwei, Chefoo & Tientsin	do	..	9.00	..	..	..	..
Japan Ports	Yamashiro M.	19.00	..	..	..	..	18.30
Japan Ports	T'shima Maru	19.00	..	..	..	..	18.30
Tientsin	Chausan	..	10.00	..	..	..	..
Vladivostok and Siberia	Via P. & H.	17.00	..	..	..	..	17.00
River Ports	Train & Str.	22.00	..	..	..	..	22.00
Swatow	Ningpo	10.00	10.00	..	..	..	9.30
N'saki, Kobe, Y'hama, Canada, H'lulu, U.S.A. and Europe	Nanking	..	..	c14.00	..	..	13.00
Japan, Canada, U.S.A. and Europe	Nanking	15.00	..	..	..	..	14.30
Japan, Canada, USA & Europe via U.S.A.	Nanking	..	15.00	..	..	..	14.30
Japan Ports	T'shima M.	..	17.00	..	..	..	..
Wednesday, August 27.							
Japan, Canada, U.S.A. & Europe	Africa Maru	17.00	..	..	..	..	16.30
Swatow, Hongkong & Canton	Wosang	11.00	..	..	..	..	10.30
Thursday, August 28.							
Weihaiwei and Chefoo	Shuntien	9.00	..	..	..	..	8.30
Weihaiwei, Chefoo & Tientsin	do	..	9.00	..	..	..	..

*Ordinary mails will close at the French Post Office at 8 a.m. Registered articles at 5 p.m. on previous day and parcel posts at 5 p.m. on Friday, August 22.

† Parcels only.
A Registered articles at 5 p.m. on Saturday, August 23.
B Letters and boxes with declared value 7.30; parcel post 5 p.m. and money orders 4 p.m.
C Money orders and parcel post until 1 p.m.
D Money orders and parcel post until 11 a.m.
E Registered articles 5 p.m. on previous day.

The Chinese Post office will close two mails daily for Tsingtao, Tientsin, Peking, etc.
a.—at 21 for S. N. R. 23 o'clock train
b.—at 7 for S. N. R. 7:55 o'clock train
Mails closed by 7:55 train should reach Tientsin only 46 minutes later than those closed for the previous night's train.

Shipping Items

The I.-C. s.s. Suiwo left Hankow for Shanghai on Thursday.

The N.K.K. s.s. Suiyang Maru left Hankow for Shanghai on Thursday.

The H.O. s.s. Changon left Hankow for Shanghai on Thursday and is due here today.

The I.-C. s.s. Waishing left Hankow on Friday and is due in Shanghai tomorrow.

The C.M. s.s. Kiangyung left Hankow on Friday and is due in Shanghai tomorrow.

The N.K.K. s.s. Fengyang Maru left Hankow for Shanghai on Friday.

The C.M. s.s. Hsinming left Tientsin for Chefoo and Shanghai on Thursday.

The I.-C. s.s. Wosang is due in Shanghai from Hongkong and Swatow tomorrow.

The N.Y.K. s.s. Takeshima Maru left Moji for Shanghai on Friday and may be expected to arrive today.

The C.M. s.s. Nanking left Hongkong for Shanghai yesterday and is due at Woosung early Tuesday morning. The Nanking sails for Japan ports, Honolulu and San Francisco the same evening and the tender with outgoing passengers and mails will leave the Customs Jetty at four o'clock.

The C.M. s.s. Kiangwah left Hankow for Shanghai yesterday.

The C.N. s.s. Chungking left Hankow for Shanghai on Friday.

The P. & O. s.s. Nagoya will leave Kobe for Shanghai on August 30 and is due here on September 2. The Nagoya sails for London and ports on September 4.

The P. & O. s.s. Dunera will leave Hongkong for Shanghai next Tuesday and is due here on August 29.

The R.I. s.s. Itola is expected to left Hongkong for Shanghai tomorrow.

The I.-C. s.s. Wingsang will leave Hankow for Shanghai today.

The N.K.K. s.s. Yohyang Maru will leave Hankow for Shanghai today.

The S.M.R. s.s. Sakaki Maru is due in Shanghai from Dairen via Tsingtau tomorrow morning and will sail for the above ports direct on Tuesday at 1:30 p.m. The tender with outgoing passengers and mails will leave the Customs Jetty at an hour earlier.

The C.P.O.S. s.s. Empress of Russia was due at Woosung at ten o'clock last night and the tender with inward bound passengers and mails will reach the Customs Jetty about ten o'clock this morning. The Russia sails for Manila and Hongkong the same evening and the tender with outgoing passengers and mail will leave the same jetty at 5 o'clock.

The Japanese destroyer Shirayaki left ports yesterday.

The N.Y.K. s.s. Yamashiro Maru left Nagasaki for Shanghai on Friday and may be expected to arrive today.

The N.Y.K. Yawata Maru will leave Moji for Shanghai tomorrow and may be expected to arrive on Wednesday.

The I.-C. s.s. Tuckwo will leave Hankow for Shanghai tomorrow.

The C.M. s.s. Hsinfung will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Poyang will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Woosung will leave Hankow for Shanghi on Tuesday.

The C.M. s.s. Kiangfoo will leave Hankow for Shanghai on Tuesday.

The N.K.K. s.s. Siangyang Maru will leave Hankow for Shanghai on Tuesday.

The I.-C. s.s. Kingsing is due in Shanghai from Tientsin, Weihaiwei and Chefoo on Wednesday.

The C.N. s.s. Suiyang will sail for Amoy, Hongkong and Canton tomorrow afternoon and the tender with passengers will leave the French Mail Jetty at 2:30 o'clock.

The R.V.F. s.s. Simbirsk left Shanghai for Vladivostok and Nagasaki yesterday morning.

The P.M. s.s. Venezuela left Shanghai for Manila and Hongkong yesterday morning.

The M.M. s.s. Andre Lebon arrived in Shanghai from Japan yesterday morning and will sail for Marseilles via Hongkong and ports tomorrow. The tender Whangpoo with outgoing passengers and mails will leave the French Mail Jetty at nine o'clock the same morning.

Launch Services

TODAY

The tender Alexandra conveying passengers and mails on board the C.P.O.S. s.s. Empress of Russia will leave the Customs Jetty at 5 p.m.

TOMORROW

The tender Whangpoo conveying passengers and mails on board the M.M. s.s. Andre Lebon will leave the M.M. Jetty (French Bund) at 9 a.m.

The tender conveying passengers on board the O.S.K. s.s. Kohoku Maru will leave the Canton Road Jetty at 9 a.m.

The tender conveying passengers on board the C.N. s.s. Suiyang will leave the French Mail Jetty at 2:30 p.m.

Tuesday, August 26, 1919.

The tender conveying passengers and mails on board the S.M.R. s.s. Sakaki Maru will leave the Customs Jetty at 11 a.m.

The tender conveying passengers and mails on board the C.M. s.s. Nanking will leave the Customs Jetty at 4 p.m.

Friday, August 29, 1919.

The tender conveying passengers and mails on board the S.M.R. s.s. Kobe Maru will leave the Customs Jetty at 12:30 p.m.

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
Aug.	26 —	San Francisco	Nanking	Am.	C.M.S.S. Co.
Aug.	27 —	Vancouver	Melville Dollar	Br.	R. D. & Co.
Aug.	28 —	Seattle	Western Knight	Am.	R. D. Co.
Aug.	28 —	Tacoma, etc.	Africa Maru	Jap.	O. S. K.
Aug.	29 —	San Francisco	West Conab	Am.	P.M.S.S. Co.
Sep.	1 —	New York via Suez	Tsenkai	Br.	B. & S.
Aug.	30 —	Seattle	Eldridge	Am.	R. D. Co.
Sep.	6 —	San Francisco	Tancred	Am.	R. D. Co.
Sep.	6 —	Vancouver	E. of Russia	Br.	C.P.O.S.
Sep.	7 —	New York via Panama	Sagaporack	Br.	D. & Co.
Sep.	11 —	Vancouver	Methven	Br.	C.P.O.S.
[redacted]			West Vaca	Am.	P.M.S.S. Co.
			Venezuela	Am.	P.M.S.S. Co.
			China	Chi.	C.M.S.N. Co.
			Harold Dollar	Br.	R. D. & Co.
			Fushimi Maru	Jap.	N. Y. K.
			Nile	Am.	C.M.S.S. Co.
			E. of Asia	Br.	C.P.O.S.
			Kenyo Maru	Jap.	T. K. K.
			Eurymedon	Br.	B. & S.
			Katori Maru	Jap.	N.Y.K.
			Bessie Dollar	Br.	R. D. & Co.
			Shinyo Maru	Jap.	T.K.K.

N PORTS

			Yamashiro Maru	Jap.	N. Y. K.
			Takeshima Maru	Jap.	N. Y. K.
			Chikugo Maru	Jap.	N. Y. K.
			Yawata Maru	Jap.	N. Y. K.
			Omi Maru	Jap.	N. Y. K.
			Porthos	Fr.	M. M. Cie.
			Shidzuoka Maru	Jap.	N. Y. K.

DIA, STRAITS, ETC.

		London	Kentucky	Am.	J.M. & Co.
Aug.	25 —	Marseilles	Andre Lebon	Fr.	M.M. Cie
Aug.	27 —	London	Altai Maru	Jap.	O. S. K.
Aug.	28 —	London, etc.	Pyrrhus	Br.	B. & S.
Sep.	1 —	London	Ajax	Br.	B. & S.
Sep.	1 —	Bombay	Kamo Maru	Jap.	N. Y. K.
Sep.	3 —	London	Dunera	Br.	P.&O.S.N. Co.
Sep.	4 —	Liverpool	Nagoya	Br.	P.&O.S.N. Co.
Sep.	4 —	Liverpool	Orestes	Br.	B. & S.
Sep.	7 —	Liverpool	Antilochus	Br.	B. & S.
Sep.	11 —	London, etc.	Elpenor	Br.	B. & S.
Sep.	12 —	Liverpool	Crestes	Br.	B. & S.
Sep.	15 —	London	Iyo Maru	Jap.	N. Y. K.
Sep.	17 —	London	Alaska Maru	Jap.	O. S. K.
Sep.	19 —	Marseilles	Porthos	Fr.	M.M. Cie
Sep.	25 —	London, etc.	Laomedon	Br.	B. & S.
Sep.	28 —	Genoa & Marseilles	Java Maru	Jap.	O.S.K.
Oct.	2 —	London, etc.	Titan	Br.	B. & S.
Oct.	23 —	London	Khiva	Br.	P.&O.S.N. Co.

FOR SOUTHERN PORTS

Aug.	24 —	Manila & Hongkong	E. of Russia	Br.	C.P.O.S.
Aug.	24 —	Foochow	Haean	Chi.	C.M.S.N. Co.
Aug.	24	11.00*Swatow, H'kong, C'ton	Hangsang	Br.	J.M. & Co.
Aug.	25	3.00 Amoy, H'kong, C'ton	Suiyang	Br.	B. & S.
Aug.	25	5.30 Ningpo	Hsin Peking	Br.	B. & S.
Aug.	25	4.30 Ningpo	Hsin Ningshao	Chi.	N.S.S.N. Co.
Aug.	26	11.00*Swatow	Ningpo	Br.	B. & S.
Aug.	26	4.00 Ningpo	Kiangteen	Chi.	C.M.S.N. Co.
Aug.	26	— Hongkong & Canton	Kwanglee	Chi.	C.M.S.N. Co.
Aug.	26	11.00*Hongkong & Canton	Chenan	Br.	B. & S.
Aug.	27	noon Amoy & Swatow	Holhow	Br.	B. & S.
Aug.	—	—Manila & Hongkong	West Vaca	Am.	P.M.S.S. Co.

FOR NORTHERN PORTS

Aug.	24 —	Tientsin	Kiangping	Br.	K.M.A.
Aug.	24 —	Chefoo & Tientsin	Hsinchang	Chi.	C.M.S.N. Co.
Aug.	25	noon Dairen	Chinkiang	Br.	B. & S.
Aug.	25	10.00*T'tau, T'tsin, Dairen	Kohoku M.	Jap.	O. S. K.
Aug.	26	11.00*Tsingtau	Yingchow	Br.	B. & S.
Aug.	26	— Chefoo & Tientsin	Hsinming	Chi.	C.M.S.N. Co.
Aug.	26	10.00*W'wei, C'foo, T'tsin	Tungchow	Br.	B. & S.
Aug.	26	noon Dairen	Sakaki Maru	Jap.	S.M.R.
Aug.	26	11.00*Tientsin	Chusan	Br.	B. & S.
Aug.	28	10.00*W'wei, C'foo, T'tsin	Shuntien	Br.	B. & S.
Aug.	29	D.L. Tientsin	Chekiang	Br.	B. & S.
Aug.	29	1.30 Dairen	Kobe Maru	Jap.	S.M.R.
Aug.	30	10.00*W'wei, C'foo, T'tsin	Shengking	Br.	B. & S.

FOR RIVER PORTS

Aug.	24	M.N. Hankow, etc.	Wuchang	Br.	B. & S.
Aug.	24	M.N. Hankow, etc.	Hwahta	Chi.	C.M.S.N. Co.
Aug.	24	noon Hankow	Yunnan	Br.	B. & S.
Aug.	25	M.N. Hankow, etc.	Talee Maru	Jap.	N. K. K.
Aug.	25	M.N. Hankow, etc.	Luenho	Br.	B. & S.
Aug.	25	M.N. Hankow, etc.	Kiangyu"	Chi.	C.M.S.N. Co.
Aug.	25	M.N. Hankow, etc.	Tatung	Br.	B. & S.
Aug.	26	M.N. Hankow, etc.	Luenyi	Br.	B. & S.
Aug.	26	M.N. Hankow, etc.	Suiwo	Br.	J. M. & Co.
Aug.	26	M.N. Hankow, etc.	Suiyang Maru	Jap.	N. K. K.
Aug.	27	M.N. Hankow, etc.	Waishing	Br.	J.M. & Co.
Aug.	27	M.N. Hankow, etc.	Chungking	Br.	B. & S.
Aug.	27	M.N. Hankow, etc.	Fengyang Maru	Jap.	N.Y.K.
Aug.	27	M.N. Hankow, etc.	Kiangyung	Chi.	C.M.S.N. Co.
Aug.	28	M.N. Hankow, etc.	Kiangwah	Chi.	C.M.S.N. Co.
Aug.	28	M.N. Hankow, etc.	Kutwo	Br.	J.M. & Co.
Aug.	29	M.N. Hankow, etc.	Wingsang	Br.	J.M. & Co.

*A.M. M.N.—MIDNIGHT. D.L.—DAYLIGHT.

VESSELS IN HARBOR AND AT WOOSUNG

Date	From	Ship's Name	Flag	Agents
July	16	Ralph Moller	Br.	M. & Co.
Aug.	1 —	Taishin Maru	Jap.	
Aug.	4 — Chinwangtao	Tikai Maru	Jap.	
Aug.	5 — Wenchow	Hwahkun	Chi.	T.T.S.N. Co.
Aug.	5 —	Yungshin	Chi.	N.S.S.N. Co.
Aug.	7 — Japan	Kamyingfat	Chi.	S.P.S.N. Co.
Aug.	8 —	Shikano Maru	Jap.	M.B.K.
Aug.	10 — River ports	Akiba Maru	Jap.	
Aug.	10 — Tsingtau	Yei Maru	Jap.	M.S.K.
Aug.	15 —	Taiten Maru	Br.	B. & S.
Aug.	15 — Liverpool	Wenchow	Br.	B. & S.
Aug.	16 — Japan	Telamon	Br.	B. & S.
Aug.	16 — River ports	Nagoya Maru	Jap.	
Aug.	16 — Cruise	Kutwo	Br.	J.M. & Co.
Aug.	16 —	Pacific	Dan.	G.N.T. Co.
Aug.	17 —	Harold Dollar	Br.	R. D. & Co.
Aug.	17 — River ports	Shinon	Chi.	S.P.S.N. Co.
Aug.	18 — Cruise	Hanping	Chi.	H. Y. P.
Aug.	19 —	Store Nordfiske	Dan.	G. N. T. Co.
Aug.	20 — Japan	Wergeland	Am.	
Aug.	20 — Kiukiang	Borneo Maru	Jap.	O.S.K.
Aug.	20 — Swatow	Hsinchang	Chi.	C.M.S.N. Co.
Aug.	21 — Foochow	Tientsin	Br.	B. & S.
Aug.	21 —	Haean	Chi.	C.M.S.N. Co.
Aug.	21 — New York v. V'tok	L. W. Ostrander		
Aug.	21 — New York v. P'ma	Jason	Br.	B. & S.
Aug.	21 — River ports	Ajax	Br.	B. & S.
Aug.	21 — Chinwangtao	Tseangtah	Br.	C.I.&E.L. Co.
Aug.	21 —	Koukai Maru	Jap.	K.M.A.
Aug.	21 — Tientsin	Yenoura Maru	Jap.	
Aug.	22 — Chinwangtao	Yeinin Maru	Jap.	
Aug.	22 — Hongkong	Klangping	Br.	K.M.A.
Aug.	22 — Hongkong	Gablopz	Br.	M. M. Co.
Aug.	22 — Hongkong	Hermilin	Br.	M. M. Co.
Aug.	22 — Hongkong	Hangsang	Br.	J. M. & Co.
Aug.	22 — River ports	Tungshing	Br.	J. M. & Co.
Aug.	22 — River ports	Hwahta	Br.	B. & S.
Aug.	22 — Japan	Nanyang Maru	Chi.	C.M.S.N. Co.
Aug.	22 — Tientsin, ports	Takatori Maru	Jap.	N.K.K.
Aug.	22 — Tsingtau	Yushun	Jap.	
Aug.	23 — Japan	Mikuni Maru	Chi.	C.M.S.N. Co.
Aug.	23 — Foochow	Andre Lebon	Jap.	M. T. Co.
Aug.	23 — Hongkong	Kohoku Maru	Fr.	M.M. Cie
Aug.	23 — Hongkong	Suiyang	Jap.	O.S.K.
Aug.	23 — Hongkong	Yingchow	Br.	B. & S.
Aug.	23 — Hongkong	Kwanglee	Br.	B. & S.
Aug.	23 — Chefoo	Mingshun	Chi.	C.M.S.N. Co.
Aug.	23 — Chinwangtao	Shunchong	Chi.	S.P.S.N. Co.
Aug.	23 — Japan	Taigen Maru	Chi.	T.Y.S.S. Co.
Aug.	23 — River ports	Wuchang	Jap.	
Aug.	23 — River ports	Tatung	Br.	B. & S.
Aug.	23 — River ports	Kiangyu	Br.	B. & S.
Aug.	23 — River ports	Luenho	Chi.	C.M.S.N. Co.
Aug.	23 — River ports	Talee Maru	Br.	J.M. & Co.
Aug.	23 —	Mitsu Maru	Jap.	N.K.K.
Aug.	23 — Cruise	Likin	Jap.	
Aug.	23 — Swatow	Ningpo	Chi.	Customs
			Br.	B. & S.

BENJAMIN AND POTTS SHARE LIST

Yesterday's Prices

STOCK	Closing Quotations
Banks	
H. K. and S. B. ..	$613½
Chartered	£80 CNI
Russo-Asiatic	Tls. 250
Marine Insurances	
Canton	$435
North China	$220
Union of Canton ...	Hk. 187½
Yangtsze	Tls. 280 S.
Far Eastern Ins. Co., Ltd.	$23 S.
Fire Insurances	
China Fire	$138
Hongkong Fire	$340 B.
Shipping	
In.-China Def.	$180
Indo-China Pref. ..	
"Shell"	
Shanghai Tug (o) ..	180/- S.
Shanghai Tug (f) ...	Tls. 40 B.
	Tls. 38½
Mining	
Kaiping	Tls. 13½
Oriental Cons.	21/-
Raub	$2.10 B.
Docks	
Hongkong Dock	$170 Sa.
Shanghai Dock	Tls. 121
New Eng. Works ...	Tls. 25¾ B.
Wharves	
Shanghai Wharf ...	Tls. 97
Hongkong Wharf ...	Tls. 97 S.
Lands and Hotels	
Anglo-French Land ..	Tls. 76
China Land	[illegible]
Shanghai Land	[illegible]
Weihaiwei Land	[illegible]
Shanghai Hotels Ltd.	Tls. 18
China Realty (ord.).	[illegible]
China Realty (pref.)	[illegible]
Cotton Mills	
E-wo	Tls. 305 B.
E-wo Pref	Tls. 90 B.
Laou-kung-mow	Tls. 212½ B.
Oriental	Tls. 120
Shanghai Cotton	Tls. 205 B.
Kungyik	Tls. 27 B.
Yangtszepoo	Tls. 15 B.
Yangtszepoo Pref. ...	Tls. 83
Industrials	
Butler Tiles	Tls. 25
China Sugar	[illegible]
Green Island	[illegible]
Langkats ..... Tls.	Tls. 19¼ B.
Major Bros	Tls. 5
Shanghai Sumatra ...	Tls. 107½
Stores	
Hall and Holtz	$12½ B.
Llewellyn	$30
Lane, Crawford	Tls. 80 B.
Moutrie	$32
Watson	$5½ B.
Weeks	$11¼
Rubbers (Local)	
Aima	Tls. 8 S.
Amherst	Tls. 0.50
Anglo-Java	Tls. 8 B.
Anglo-Dutch	Tls. 3
Ayer Tawah	Tls. 19
Batu Anam 1918 ...	Tls. 0.75
Bukit Toh Alang	Tls. 2 B.
Bute	Tls. 0.60
Chemor United	Tls. 0.90
Chempedak	Tls. 7½
Cheng	Tls. 1.90
Consolidated	Tls. 2½
Dominion	Tls. 6 B.
Gula Kalumpong	Tls. 5¼ B.
Java Consolidated ..	Tls. 13
Kamunting	Tls. 4
Kapaja	Tls. 0.60
Kapayang	Tls. 15½
Karan	Tls. 8.10
Kota Bahroe	Tls. 4½ B.
Kroewoek Java	Tls. 10½
Padang	Tls. 8.80
Pengkalan Durian ..	Tls. 3 B.
Permata	Tls. 2½
Repah	Tls. 0.82½ B.
Samagaga	Tls. .65 B.
Seekee	Tls. 0.70 B.
Semambu	Tls. 0.80 B.
Senawang	Tls. 8
Shanghai Klebang ..	Tls. 0.52½ B
Shanghai Malay	Tls. 6
S'hai Malay pref.	Tls. 8
Shanghai Pahang	Tls. 1
Sungala	Tls. 0.50 B.
Sungei Duri	Tls. 8½
Sua Manggis	Tls. 3¼
S'hai Kalantan	Tls. 0.50
Shanghai Seremban ..	Tls. 0.85
Taiping	Tls. 1 B.
Tanah Merah	Tls. .57½ B.
Tebong	Tls. 14½
Ulobri	Tls. 24
Ziangbe	Tls. 4
Miscellaneous	
C. I and E. Lumber..	Tls. 350 S.
Culty Dairy	Tls. 13 B.
S'hai Elec. and Asb...	$2
Shanghai Trams	Tls. 75
Shanghai Gas	Tls. 21
Horse Bazaar	Tls. 43
Shanghai Mercury ..	Tls. 25
Shanghai Telephone.	Tls. 75
S'hai Waterworks ...	Tls. 163¾

S. Sellers. Sa, Sales. B. Buyers.

Benjamin & Potts, 8 Jinkee Road
Telephone No. Central 398

Mail Notices

MAILS CLOSE

For Manila
Per R.M.S. E. of Russia ..Aug. 24

For Europe
Per M.M. s.s. Andre Lebon Aug. 25

For U.S., Canada and Europe:
Per C.M. s.s. Nanking ....Aug. 26

For Japan
Per N.Y.K. s.s. Y'shiro M. Aug. 26
Per N.Y.K. s.s. T'shima M. Aug. 26

MAILS DUE

From U.S. and Canada
Per R.M.S. E. of Russia....

Business and Official Notices

AUCTION INDEX

WEDNESDAY, August 27th.—Funiture in Salesroom 10 a.m.

WEDNESDAY, August 27th.—Sundry Sound and Damaged Cargo 2.30 p.m.

FRIDAY, August 29th.—At 408 Avenue Joffre, **Superior Household Furniture,** at 10 a.m.

SATURDAY, August 30th.—Wines, Provisions, in Salesroom.

MONDAY, September 1st.—Superior Funiture at 33 Yu Yuen Road.

WEDNESDAY, September 3rd.—At Chang Kah Pang Wharf, at 3 p.m., Stone Crushing Machine with all accessories.

Shanghai Race Club

Six per cent. Debentures (1909)

The Debenture Transfer Register will be closed from 26th instant to 31st instant, both dates inclusive.

By Order of the Stewards,

A. W. OLSEN,
Secretary, Shanghai Race Club.

25020

Shanghai Race Club

AUTUMN RACE MEETING, 1919.

APPLICATIONS for Stabling, Saddle and Tiffin Rooms, also licences for Head Mafoos and Riding Boys for the half-year ending 29th February, 1920, must be forwarded to the undersigned before 6 p.m., on Monday, 1st September, 1919.

Application forms will be found on the notice-board in the Grand Stand.

The Courses will be open for Training on 1st September, 1919.

By Order of the Stewards,

A. W. OLSEN,
Secretary, Shanghai Race Club.

25020

RAZORS ! RAZORS !

Just Arrived
GUARANTEED GENEVA STEEL
Price $2.00 each
while they last

Liengyi Mercantile Co.
Szechuen and Soochow Roads.

25049

THE NATURAL MILK FOOD

LACTOGEN

FOR Children and Invalids

For Infants.—Lactogen is the safest and most satisfactory substitute for Mothers' Milk with which it is identical in composition, nutrition and digestibility.

For Invalids.—Lactogen is so pure, so nourishing, and so easily digested that it always gives satisfaction.

For Growing Boys and Girls.—Lactogen is an invaluable food.

SOLD BY ALL CHEMISTS AND STOREKEEPERS.

In ½lb., 1 lb. and 3 lbs. tins.

Geddes & Co., Ltd.
Agents.
Tel. C. 346 5 Peking Road.

LOST

Delivery Order No. F.6. 170 for thirty seven (37) bales of cotton (飛花) stored at the Hong Yu (鴻裕) godown, Markham Road on the 20th March, 1919, has been declared lost.

The public is warned that this document is not to be accepted for any negotiation, as the said order has been cancelled at the above godown.

KONG FAH ZIANG.
公發祥

BIRDS OF PARADISE

The finest assortment ever seen in Shanghai

In order to obtain a choice selection call early.

BEJONJEE & COMPANY

572P Nanking Road,
(Opposite 44 Nanking Road.)

25046

Guarantee Withdrawn

Notice is hereby given that in view of the death of my father, Mr. Tai Yun Lai (戴運來), which took place on the 25th day of the 7th moon (20th August, 1919), all deeds of guarantee or surety executed by him in the name of Lee Chong (利昌) during his lifetime on behalf of his relatives, friends or others are hereby nullified from the date of his death.

TAI KUN SING (戴耕莘)
LEE CHONG & SONS,
7 North Soochow Road.

25001

In the United States Court for China

In re Estate of HERBERT E. *Deceased.*	*Cause No. 811* *Estate No. 301* NOTICE

NOTICE is hereby given to all parties interested that the undersigned has been appointed Administratrix of the above named decedent's estate; that all persons having claims against the said estate are required to present the same for payment, with vouchers, to the undersigned on or before February 10, 1920, and all persons owing the said deceased are required to make payment to the undersigned.

(Mrs.) JOSETTE BEEBE DENNIS,
207 North Szechuen Road Ext.,
Shanghai, China.

(Address until September 1, 1919, Lot No. 80, Kuling, China).

24876

Business Men's Lunch
at
Sullivan's Candy Store
every day (excepting Sunday)
11.30 a.m. until 2 p.m.
Price 60 cts.

Royal Danish Consulate General

NOTICE is hereby given that a civil marriage will be contracted under the Act of February 19, 1892, before the undersigned at this Consulate on the 2nd of September, 1919, at 3.30 p.m. by:

KARL ERNEST PETERSEN, bachelor, master mariner of Shanghai, stepson and son of Anders Jensen, Esq., and wife Klara Kathinka of Bogo, and

LAURA BERNHARDINE MARIE NIELSEN, spinster, daughter of Jens Nielsen, Esq., and wife Alvilda Caroline of Copenhagen.

T. RAASCHOU,
Consul General.

Shanghai, August 22, 1919.

25025

WHARFAGE AND STORAGE RATES

On and after September 1st an increase of 15% on the existing Wharfage, Landing, and Storage rates will be charged, excepting for those goods for which Landing Accounts have been issued.

All rebates hitherto allowed will be withdrawn after August 31st, excepting on existing contracts made in writing and still in force at that date.

At the Pootung Wharves a rebate of 7½% will be granted on the Receiving, Storing, and Delivery charges.

Revised tariffs for Wharfage, Landing, and the Storage charges are being drawn up, and will be published in early November, the new tariffs coming into force as from January 1st, 1920.

Changkahpang Wharves. The Mitsubishi Co.
China Merchants' Wharves.
Holt's Wharf.
Kaiyosha's Pootung Wharf.
Nippon Yusen Kaisha's Wharves.
Osaka Shosen Kaisha's Wharves.
Robert Dollar Co.'s Wharf.
Shanghai & Hongkew Wharf Co.'s Wharves.

24814

MANUFACTURERS EXPORTERS IMPORTERS

We are in a position, through our reliable connections throughout the United States to guarantee the absolute top-prices for any goods you may desire to ship. We also purchase and ship American goods of all description, and in any quantity desired, at manufacturers rock-bottom quotations.

We shall, at all times, be glad to give you detailed reports of the possibilities of import and export in any particular line of goods.

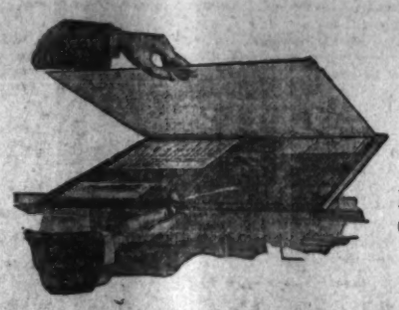
If you are desirous of taking advantage of the new and unprecedented trade conditions which the American Market offers you today, you should communicate with

L. A. NIELSEN CO.
Commercial Brokers
1742 Bush Street, San Francisco, California, U. S. A.
Cable Address "NILWES."

24890

FOR BRITISH AND AMERICAN
METALS, HARDWARE & SUNDRIES
PHONE OR WRITE TO
W. Z. ZEE & SONS
BROADWAY-SHANGHAI PHONE: NORTH 1468

GLASS DESK PADS



In sizes
16 x 24
20 x 34

Felt Backs
Brass corners
Ground edges

The best there is

THE OFFICE APPLIANCE CO.
Phone: Central 4778 SPECIALISTS IN OFFICE EQUIPMENT 22 Nanking Road, Shanghai Cable Add.: Mackbauck

---

STEWART
V-Ray SPARK PLUG

Gives more economy, efficiency and flexibility to the motor.
Has 4 sparking points instead of only one or two.
Insures a hot, continuous spark—never fails in service.
Absolutely gas-tight.
Practically free from breakage.
Lasts four times longer than any other spark plug.
Made to fit any type of motor.

Distributors and Service Station for China of Stewart Products

The Shanghai Horse Bazaar & Motor Co., Ltd.

Commercial Pacific Cable Co.

NOTICE

Owing to traffic congestion, cables for Via Pacific are only accepted subject to indefinite delay. The Urgent service limited to one message of ten chargeable words per day from the same interest will be discontinued if the restriction is not observed.

J. D. Gaines,
Superintendent.

Shanghai, 23rd August 1919.

25047

HAROLD DOLLAR

The Steamer Harold Dollar is now discharging cargo at the Robert Dollar Company's Pai Lien Ching Wharf. Consignees are requested to send in their bills-of-lading for counter-signature and take delivery of their goods. All claims against this steamer must be sent in within ten days after completion of the steamer's discharge or they will not be recognised.

All risks of fire at the wharf to be borne by the consignees of the goods. Examination of damaged cargo will take place at the wharf on Thursday, August the 28th, at 10:30 a.m.

THE ROBERT DOLLAR CO.

25013

Amusement Advertising will be found on Page 25

BARBOUR'S
LINEN THREADS
TWINES AND NETS
For Prices
Apply to your Import Merchant

SITUATION VACANT

WANTED, British or American lady to teach English in school for Chinese. Salary dollar per hour, or thereabouts. Please apply to Box 306, THE CHINA PRESS.

25048 A.24

WANTED, stenographer with experience for import and export business. American firm. Apply to Box 305, THE CHINA PRESS.

25045 A.27

STENOGRAPHER required by large American firm for their Harbin office. Apply to Box 292, THE CHINA PRESS.

25015 A.28

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be **Prepaid**

Replies must be called for

APARTMENTS

Connaught House
8 Quinsan Gardens.

To let, with board, a comfortable room with bath room attached, suitable for two persons. Also one small room.

Apply Mrs. G. POLLOCK.

TO LET

From July 18th, one large front room, with verandah and bathroom, facing the Park, very cool in summer; and also one small room. Apply to Mrs. Weinstock, 15 Quinsan Gardens, Tel. North 482.

TO let from September 1st, large comfortable newly furnished rooms equally appropriate for summer and winter. All modern comforts. For particulars apply to Box 259, THE CHINA PRESS.

OFFERED to bachelor in American-English family, four well-furnished rooms with bathroom, board optional. French-town. Apply to Box 299, THE CHINA PRESS.

25032 A.24

SUITE of two large and one small room, or of two large rooms, to be let with board, from 1st Sept. Both have private baths, verandahs, facing south on private enclosure, and windows on three sides. Conveniently located on Bubbling Well Road. Apply to Box 281, THE CHINA PRESS.

24993

TO LET, two large rooms, with kitchen, bath, and room for boy, in private family. Apply to 17, Yangtszepoo Road.

25016 A.24

OFFICES WANTED

WANTED to rent, offices. Prefer one room previously used for silk or tea room. Apply to Box 304, THE CHINA PRESS.

25044 A.24

OFFICES wanted by Danish firm, Central district. Address offers to H. C. Augustesen, Burlington Hotel.

25019 A.29

SITUATION WANTED

POSITION WANTED by a lady, experienced as assistant in a hotel, in any capacity; also take private English lessons for Chinese and Japanese or salesgirl. Apply to Box 302, THE CHINA PRESS.

25036 A.27

CHINESE gentleman, fluent speaker and correspondent in English, well up in export of China produce and general office management, over ten years in present situation, is open for a change. Apply to Box 294, THE CHINA PRESS.

25022 A.26

COMPETENT, American college-educated lady stenographer, having executive ability, at present employed, desires to make change of position. Available September 1st. Apply to Box 293, THE CHINA PRESS.

25017 A.26

AMERICAN young lady, with previous experience, desires stenographic position. Apply to Box 289, THE CHINA PRESS.

25009 A.24

EDUCATIONAL

YOUNG LADY is willing to give English lessons to foreigners or Chinese. Terms moderate. Apply to Box 298, THE CHINA PRESS.

25031 A. 27

FRENCH and Russian lessons given by an experienced and professional lady teacher. Graduate of Petrograd University. Apply to Box 297, THE CHINA PRESS.

25030

HOUSES TO LET

TO LET, 20 Yates Road, detached eight-roomed residence, tennis, garage, stabling. Apply premises or J. T. Hammond, 51 Szechuen Road.

24749

TO LET, 44 Sinza Road, excellent residence of four large and three small rooms. Apply premises or J. T. Hammond, 51 Szechuen Road.

24750

APARTMENTS WANTED

WANTED by American bachelor, comfortable room with bath, in western district or French-town; without board. Apply to Box 279, THE CHINA PRESS.

25023 A.26

WANTED, residential flat of three rooms, with bathroom and kitchen attached. Reply, stating terms, to Box 282, THE CHINA PRESS.

24995

OFFICES, ETC., TO LET

OFFICES for rent, Central district. Ten rooms, elevator service. Apply to Box 260, THE CHINA PRESS.

24949

MATRIMONY

MATRIMONY, young man (Portuguese), of 28 years, would like to meet young Japanese lady. Please enclose photo, which will be treated strictly confidentially. Apply to Box 243, THE CHINA PRESS.

24923 A.24

Exchange and Mart

HANDSOME evening coat for sale. Reasonable. Apply to Box 300, THE CHINA PRESS.

25033 A.24

DIAMOND ear-rings, about 14 carats, for sale. Apply to Manager, Hotel de France, Telephone 1854.

24478 A.24

FOR SALE, Webley service revolver, .45, long barrel, good as new, with holster, lanyard and few rounds ammunition, $45. Apply to Box 301, THE CHINA PRESS.

25035 A.24

FOR SALE, 7-passenger, Winton, 6-cylinder touring car. Has been in private use only and is in good condition. Inspection and demonstration invited. Apply to Box 303, THE CHINA PRESS.

25043

FOR SALE, one carriage horse, fine condition, $250. Also one nearly new upright piano, good make, $350. Any reasonable offer considered. Apply to Box 295, THE CHINA PRESS.

25024 A.29

WANTED to purchase, two-seater motor car, with smaller body, in good condition. State price and make to Box 296, THE CHINA PRESS.

25027 A.26

WANTED, cloth-bound Encyclopaedia-Britannica, 11th edition. Apply to Box 290, THE CHINA PRESS.

25010 A.24

SAFETY Razor Blades Sharpened. Old blades made as good as new, 50 cents a dozen single blades; 70 cents, double; Y.M.C.A. Barber Shop, 129 Szechuen Road.

24784

Business and Official Notices are Continued on Page 23

To conform to the provisions of regulations all reference to Wines, Spirits and Liquors have been removed.

An Unwritten Story — By Charles Belmont Davis

IT was high noon on a pleasant day late in September when Porter Eyre bade farewell to the firm of Hooker & Eyre and, with his good - looking face wreathed in smiles was dropped some twenty stories to mother earth.

For the first time after ten weary years which he had spent in a business that was wholly distasteful to him he felt that he was his own master.

The very thought so exhilarated him that had it not been for the throngs of pedestrians that crowded the sidewalk and the endless lines of surface-cars and automobiles moving slowly up and down the broad thoroughfare, he would have cried aloud his happiness to the high heavens. And why not?

For Porter Eyre had youth and health, as much money as any young man should need, and, besides all these, a secret ambition to do good and worthy work in the world.

That Eyre was quite sincere in his desire to begin his quest for peace and happiness may be gleaned from the fact that he started that very evening for Madison Springs, which he had decided was the best possible place in which to develop his ambition. In a word, the young man had determined to be an author.

Whether he was to gain fame through short stories, novels, or plays he had not decided, and as, unlike most embryo authors, he had time and money to spare, he was quite content to let his talent develop along its most natural lines. During the previous Summer he had spent a week at Madison Springs, and at that time and ever since the old-fashioned Virginia resort had appealed to him as the best possible environment in which to carry on his literary labors.

He settled himself in a small cottage but a few hundred feet from the hotel, where he could write undisturbed.

On the very morning of his arrival he promptly began his new career by starting out in search of a stenographer. During the tedious journey from New York he had completed a rather lengthy and very complete scenario of his first story—one which had long been simmering in his brain.

It was the story of a young girl who was the last descendant of a fine old Virginian family, although one greatly reduced in worldly goods. The heroine, of course, was compelled to seek honorable employment, and through some devilish machinations of her employer, was about to be forced into an unhappy alliance with him.

At this point the hero, in the form of a rich and handsome Northerner arrived, and after overcoming many difficulties, carried off the Southern beauty to his luxurious home situated somewhere on Long Island and where, through her wonderful riding, the bride became the envy and delight of the entire hunting set.

The search for a stenographer was not very difficult, as it so happened that there was only one in the neighborhood of the Springs—a certain Nancy McClurg, who was employed by Morris Cryder, the leading lawyer of the county. Cryder lived in the village of Clark's Mills, which lay about half a mile down the valley from Madison Springs.

His office was on the second floor of the court-house, and here Nancy McClurg divided her days equally between pounding out very dull legal papers on her typewriter and gazing out of the window at the jagged ridges of hills that seemed to rise up like some great black fortress and shut her out from the big world that lay beyond.

The girl's dull, drab life was spent between Cryder's office and her little bedroom over Borden's store in the village where she lived. Her only friends were the people who existed rather than lived in the valley the year round, and even among them there was scarcely any one, with the exception of old man Borden and his wife, whom she could call a friend.

For the good people of the valley no more understood Nancy than Nancy understood them. And what man or woman was there at Clark's Mills who had forgotten the night, ten years before, when Mother McClurg and Nancy had fled from their home on the other side of the mountain and had eventually fallen half dead at the door of Borden's store, begging shelter and protection from old man Borden? Nor how McClurg himself, crazed with drink, had appeared in the village the next day and demanded his wife and daughter.

Nor how he had half led, half dragged his wife through the village street; nor how Mrs. Borden had hidden Nancy from her father, and had afterward educated her and brought her up as she would have brought up and protected her own child.

When Porter Eyre first saw Nancy McClurg's big, sympathetic, blue eyes, and her bronze-red hair, and the brilliant coloring of her oval face and her white, soft, swelling throat, he was surprised beyond words, and the fact was in no way lost to Nancy's observing eyes nor to her imaginative mind. Eyre had formed no particular idea of how the stenographer of Clark's Mills should look, but in no case would he have been prepared for Nancy.

For Nancy, notwithstanding the stock from which she came, had real distinction and rare beauty of a very delicate but brilliant type, and a poise that one would hardly look for so far from the worldly world. She wore a short cloth skirt and a simple shirtwaist—just the kind of a dress a girl in such a position should wear, Eyre remembered afterward.

In her low, pleasant voice, with just a suggestion of the Virginia-bred in her accent, Nancy asked him to be seated.

"I'm sorry," she said, "but Mr. Cryder is out just now. Is there anything that I can do?"

Eyre having quite recovered his own agreeable poise by now, carefully laid his hat and cane on Cryder's desk.

"Oh, that's all right," he said cheerfully. "I think it's you I want to see. Are you Miss McClurg, the stenographer, by any mistake?"

The girl's sensitive, scarlet lips wavered slowly into the same amused smile with which she had first greeted him.

"I am," she said; "but how did you know it was a mistake? You haven't seen my work, and you don't know anything about me."

Nancy's heart fluttered and suddenly stood still at the daring of her own words. All of her starved life she had been rehearsing scenes and dialogues with imaginary people—usually with the kind of young men who spent the Summer at the Springs, and who wore flannels, and baggy tweed knickerbockers.

"I beg your pardon," said her hero of flesh and blood. "I'm sure it's not a mistake, especially if you can find the time to do some work for me."

"You're a lawyer, then?"

Eyre smiled and shook his head.

"No, I'm not a lawyer, I'm an author."

Nancy's big, blue eyes opened wide with admiration. "An author," she exclaimed; "how wonderful!"

Porter pressed his lips into a straight line, glanced at Nancy's adoring eyes, and was painfully conscious that he was about to blush.

"Well," he said slowly, "yes and no. I'm not a regular author. In fact, I've never really written anything."

For a moment he looked steadily into Nancy's lovely face. Her interest was so convincing that he decided to hesitate no longer, but make her his confidante.

"You see," he began, "it's like this. I've always wanted to write, but I've been tied down with business. Now I've chucked the business and have come down to the Springs for a few weeks to give the writing game a try."

He clasped his hands together and leaned far forward on his chair and much nearer to the girl.

"You know," he said with great earnestness, "you could be a lot of help to me. I don't mean that you could help me just by typewriting for me. You could give me ideas, and the local color, and all that. I want to write about the people down here, and you could tell me all about them—how they live and how they talk, couldn't you?"

He pulled the rough draft of the scenario from his pocket and gave it into the girl's eager hands.

"That's just the outline of my first story," he said. "Read it for me, won't you, and tell me where I'm wrong."

But before she could put her willing answer into words, the conversation was suddenly interrupted by the return of Nancy's regular employer. In a few words Eyre explained to Cryder the object of his visit, and, as the country lawyer did not have need of all of Nancy's time, it was agreed that the stenographer should give her morning hours and three afternoons each week to Cryder, and devote the remaining three afternoons to advancing the literary labors of Eyre.

It so happened that that particular afternoon was far spent when Cryder went home and left Nancy alone and free to work on the scenario of Porter's first effort in fiction. And when the moment had at last arrived, instead of beginning at once to copy the manuscript, she sat in a chair before the open window, and, by the pink and silver lights of the fading day, read, and then twice reread Eyre's simple, conventional story.

But Nancy did not read the tale with technical eyes, and she did not know that it was either simple or conventional. As she slowly turned the pages all she saw was herself as the well-born Southern girl, and Morris Cryder as the wicked employer, and Porter Eyre as the handsome hero who came to rescue her.

Save for a few unalterable facts the story might have been her story, and, when she had read the manuscript for the third time, she was not quite sure that it was not her story, or, at least, that she would not make it so.

Early the following afternoon she carried the original manuscript and the copy which she had made to Eyre's cottage. The day was clear and warm and filled with golden sunshine, and when at Eyre's suggestion they were seated in the shade of his little porch, he asked her to be quite honest and to tell him just what she thought of his first story.

"I think it's splendid," she said. "I liked the idea and I liked the young man; I mean that kind of young man."

"And the girl?" he asked. "Did you think that she was interesting—that is, so far as I had tried to draw her character?"

"Very," said Nancy, and turned her eyes away from Eyre and let them rest on the big, white hotel across the lawn. "I'm sure that she'd be interesting to any one, but, of course, she was particularly interesting to me."

"Why?" Eyre asked.

Once more the girl turned her eyes back to him. "Because," she said, "the story of your girl is so like my own story. I mean all but the last part."

Eyre noticed that her cheeks were colored with the suggestion of a blush.

"You mean all that about your youth!" Eyre said.

Nancy nodded. "I never knew my mother at all," she said. "You see, she died at the time of my birth. She was only a girl-bride. You know how young the women used to marry in the South."

"Then you were the only child?" Eyre asked, his eyes full of sympathy.

Once more Nancy glanced in the direction of the deserted porches of the hotel.

"Yes, the only child; and I think that next to my mother's death, that has been my greatest regret. It has always seemed to me that the relation of a girl to her sisters or to her brothers is one of the most wonderful things in life."

"And your father?" Porter asked gravely.

"Dad?" she said. "Dad brought me up. He and his sister, a sweet, wonderful old lady; and then there was Ellen, my colored mammy." Nancy leaned her elbow on the arm of her chair and rested her chin in her palm. "But they're all gone now—all of them, just as the old home is gone. A wonderful home—at least we all thought so. It was up in the mountains near the Greenbriar, a part of a grant left one of my ancestors by George the Third. There was a great big, rambling old house, with a wonderful garret full of trunks filled with old dresses and bonnets.

"When I was a child I spent hours there every day, playing with my dolls and trying on the old dresses.

"Many of them were quite lovely, as I remember them—silks with big, flowered patterns and scented with lavender. There was a grat lawn in front of the house, and at the back a hedge of box and a rose garden, and beyond the garden a meadow and a stream where Ellen used to take me to wade. The bottom of the creek was covered with white sand and little pink and white pebbles; and I remember that the water was just like crystal and the sloping banks were lined with swamp-willows, very soft and gray and silvery."

"But the stream and the meadow, at least, must still be there," Eyre said. "Who knows but that some of these days you may go back and build up another home on the old place."

Nancy shook her head, and as she glanced up at Eyre her delicate, sensitive lips quivered into a pathetic little smile.

"I'm afraid not," she said. "Is there anything in my life at Morris Cryder's office or the hall bedroom over Borden's store that would lead to my buying back the old home. I'm afraid not."

She got up and slowly smoothed out the wrinkles of the short, linen skirt that but scantily concealed the lines of her trim, pretty figure.

"I must be going now," she said. "You remember to-morrow was to be your afternoon. I only intended to leave you your manuscript to-day; but here I've been staying on forever telling you the story of my youth."

"I'm so glad you did," Eyre said, and held out his hand. "I think it's wonderful that your life was so like the girl in my story. Now you can help me a lot, can't you?"

Nancy smiled and laid her hand in Eyre's. "I hope so," she said. "I hope so, very much."

But as the days passed Eyre's work, so far as actual accomplishment went, proceeded very slowly. Nearly every day he would tear up his work of the previous day and start again, but although disappointed, he was far from discouraged.

He knew that he was only at the first rung of the ladder that sometimes leads to fame, and that there was infinite drudgery and hard work before him. On the afternoons that Nancy did not come to his cottage he took long walks over the country roads, but whatever his destination he found that the pleasantest road, if not the shortest, was the one that led past the court house.

Every afternoon that she came to Eyre's cottage they would make a fresh start on the story, and every afternoon Porter would decide that he was altogether barren of ideas or that he was not in the humor for work, and they would start out on their rambles.

There were times when they would walk on for great distances in silence, and at other times Eyre would tell her amusing stories of his life in town and of his experiences as an unwilling man of business; and Nancy would give her imagination full play and relate startling incidents of her own past and the royal home in which she had spent her happy, aristocratic youth.

But as the days wore on of this happy companionship—much the happiest days that Nancy had ever known—the girl found less pleasure and less pride in this fabric of fanciful tales that she had created in order to hold Eyre's interest.

There was a constantly growing fear that before he started for the north he would know the truth, discover who her people really were, from whence she came, and, in consequence, he would leave her, hating her for having deceived him.

The end of October was at hand; the following day the Madison Springs would close its doors, and, according to his original plans, Eyre would return to the north.

Nancy had come earlier than usual to Porter's cottage, and as they had a long afternoon before them, he suggested that they walk to a famous rock on the ridge of a mountain a long distance from the hotel. It was a much longer walk than any they had as yet taken; but Porter had often heard of the view from this particular point, and wanted very much to see it before he left the Springs.

When he made the suggestion to Nancy that they explore this new country, the girl seemed to hesitate, and then, after a moment's thought, nodded her head in assent, and they jaunted forth.

Tired and almost breathless from their long climb, the two young people dropped exhausted at the foot of a lonely pine-tree that stood at the near end of the grassy plateau. For some moments they sat in silence, looking down from their high point of vantage on the twin valleys below.

"Isn't it wonderful?" he said. "Have you ever been here before?"

Nancy glanced about her, and then at Eyre. "No," she said, "I've never been here before—never."

For a moment she closed her eyes and leaned her head against the pine-tree. In that moment her thoughts flew back to the time when barelegged, with only a slip of a dress to cover her starved body, she had played day after day on this very plateau with her young brother and sister. Had she ever been there before?

She knew every rock and stone and the limb of every tree.

On the darkest night she could easily have walked from where she now sat to the narrow trail that led from the other end of the plateau down the mountain to the miserable hut that had once been her home and where her own people still lived. Why, the very pine against which she now leaned bore her name and her initials that she had carved there years before.

With a slight shudder and a sudden return to the consciousness of the fact that she was not alone she opened her eyes and saw that Eyre was gazing intently at a part of the tree where the bark had been cut away to the bare trunk.

"Why, see," he said, "there are your initials and the name Nancy. If you have never been here before some lovelorn Orlando must have been carving your name. Isn't it curious that we should have found the very tree? Look!"

But Nancy did not look, for her eyes were fixed on the barrier of trees and heavy brush that guarded the far end of the plateau. From the narrow opening to the trail that led down the mountain the figure of a woman had suddenly appeared, and, with frightened, unseeing eyes, she was hurrying directly toward them. The woman's unkept hair was streaked with gray, and her wan, tired face was drawn and creased with wrinkles born of care and labor.

Her feet were bare, and with one hand she held a dirty calico wrapper about her stooping, flat-chested figure.

With a sudden, short cry, Nancy leaped to her feet and, running toward the woman, seized her in her arms, and held the frail, trembling form close to her own warm, childish breast. A moment more and Eyre was at her side, but Nancy motioned him back. From sheer exhaustion the older woman almost slipped to her knees, but the girl held her tight in her young, strong arms.

"Mother," she said, "don't you know me? I'm Nancy. I'm your daughter, Nancy."

The woman shook herself free from the girl and, through her dull, scared eyes, looked steadily into the clear, frank eyes of her child.

"Of course," she said, "hit's Nancy, an' whut a big girl ye air."

At arm's length she held Nancy before her, and the hard mouth of the girl's mother softened into something like a smile. But the smile faded as quickly as it had come, and, suddenly pushing Nancy from her, with narrowing eyelids, the woman glanced stealthily back at the woods from whence she had just come. When she spoke again it was almost in a whisper:

"I reckon I can't stay hyeh no longer, honey!" she whimpered. "Your pap is on the rampage agin, and I better be a-goin' whar he can't find me. I tell ye I'm askeered o' your daddy! He hain't himself no mo'!"

Once more she glanced back at the opening in the woods, and this time she gave a sudden shriek of fear and, dropping to the ground, seized her daughter about the knees and buried her face in Nancy's skirt.

"I ain't done nothin, honey! I swear I hain't done nothin' wrong!"

The tall, gaunt figure of a man, carrying a rifle in the crook of his arm, emerged from the woods and, with his eyes fixed on the woman at Nancy's knees, slowly crossed the plateau. The color of his face and hair and stubby beard seemed all of one color—a reddish-brown.

He had eyes like Nancy's—big and childish looking, but a mouth as hard and merciless as a steel trap. Slowly he swung his way across the oblong of grass and rock until he stood above the kneeling woman. For one moment he looked into Nancy's eyes, and then, recognizing his daughter, nodded curtly to her.

"What is it, father?" Nancy asked.

The man shook his wife roughly by the shoulder. "Git up," he said, "and git up quick!"

But the woman still clung to Nancy's knees.

"What is hit?" he went on in his low, soft voice, turning to his daughter; "hit's Parsons—that damned drunkard! Your mammy's tryin' to run away!"

Once more he shook his wife by the shoulder and, either in his action or his words, seemed to have suddenly turned the woman's cringing fear into a frenzy of rage. Her eyes ablaze, her face livid, she leaped to her feet and shook her clenched hand in her husband's calm, unruffled face.

"Whut ef I am runnin' away with Dave Parsons?" she cried. "Whut ef I am? Whar's the difference to you'—fo' Dave's goin' to git yo'! Dave's goin' to git yo' sho'! He's promised hit."

"All right," the man said, still unmoved. "Dave kin git me, if he kin!"

He hesitated for a moment and glanced from his wife to the gun that lay in his arm. "But jest now," he went on, "yo's goin' to leave hyeh and go home with me."

With his eyes fixed on his wife he nodded in the direction of the trail that led down the mountain. Her sullen face still twitching with impotent rage the woman silently obeyed and slowly started back across the plateau. A dozen feet behind her her husband followed, and thus they disappeared behind the fringe of pines.

Her eyes shining, her face flushed scarlet, Nancy stood for some moments silently looking after them. Then slowly she turned to Eyre and held out her hand.

"I think I'd better say good-by to you here!" she said. "I'm going home now. Perhaps I can be of some help to mother."

Eyre took her hand and held it closely in his own. "Can't I go with you?" he begged. "I can't leave you now. Please, please!"

For a moment Nancy looked into his earnest, eager eyes and then shrugged her shoulders in assent.

"All right," she said, "but you're liable to see trouble. You don't know the kind of people my people are."

Slowly they made their way along the rough, steep trail and, after they had gone about half way down the heavily wooded mountain, came to a clearing in the form of a circle a few hundred feet in diameter. In the centre of this clearing of untilled, rocky land, made hideous with piles of refuse and charred tree stumps, stood a low two-roomed cabin of rough-hewn logs.

Nancy's father, his rifle resting across his knees, sat in the doorway, his bare feet resting on a soap box which served as a doorstep.

On one side of the doorway a half-grown boy, Nancy's brother Steve, leaned against the wall of the cabin, and on the other side of old McClurg stood her sister, who looked a few years younger than the boy. Both of them had the unlovely, sandy hair of the father, and their faces were pasty and unhealthful looking.

Such clothes as they wore were in rags, and filthy, and plainly showed their poor, half-starved bodies. As Nancy and Eyre approached the door the girl slunk away and disappeared behind the house, but the boy remained. The father glanced up at Nancy, and he regarded her with his big, blue eyes as if he had never seen her before.

"Whut fer did you come hyeh," he said, "and tote this stranger along with ye? This ain't yo' home no mo'. Air ye afeered fo' yo mammy?"

Nancy nodded. "Yes, father," she said, "I am afraid. Is there nothing I can do?"

The man looked his daughter fairly in the eyes. "Yes, ye' kin," he said. "Ye kin git away from between me an' that timber. Yer mammy's fren' air hidin' thar, mebbe, an' yer mammy says as how he's goin' to git yer pap."

The man's face broke into an ugly grin and he gently ran his calloused hand along the smooth barrel of the rifle. Once more he glanced up, and finding Nancy still standing before the step, with a violent gesture waved her away.

"You git away quick," he snarled.

Nancy's face flushed scarlet, and her arms dropped impotently to her side. Slowly she walked away from the door and joined Eyre, who was waiting for her at the end of the cabin.

Never before had he seen or dreamed of such isolation as this mountain home of the McClurgs, surrounded by its circle of pines and tangled brush that seemed to shut it out from the sight and sound of all living things. The boy, still leaning lazily against the cabin, glanced up at the darkening sky.

"Ye better be gettin' in, pap," he drawled. "Hit's gettin' late, an' that durned drunkard might be hangin' round."

Heedless of the boy's warning, old McClurg remained where he was, and his eyes continued to shift uneasily along the fringe of trees. Once there was a sound of breaking twigs and the calloused hands tightened about the rifle.

"Whut's that?" he asked in a hoarse whisper.

"Hit were a chestnut bur a fallin', I reckon," the boy said; "but, pop, I think yo' crazy to stay sittin' out hyeh and night a fallin'. That drunkard 'll git yo' sho'."

"Shet up," the old man said; "whar's yo' mammy?"

"In the ketchen, I reckon," he said, "a gettin' supper."

At the same moment that the drawling words left the boy's lips his sister suddenly appeared at the corner of the cabin. Half running, half stumbling, in her haste she reached the doorstep and fell at her father's feet.

"Mammy's run away," she cried. "I seen 'er go."

Old McClurg glared into the girl's frightened eyes.

"Gone whar?" he shouted.

"Into the timber, I seen 'er. I tried to foller 'er an' lost 'er, and then I come back to tole yer."

With an oath McClurg leaped to his feet. As the old man's tall gaunt body reached its full height there came from the distant underbrush the crack and flash of a rifle. The loose-jointed, angular frame of the mountaineer sprang up and fell to the ground an inert, lifeless mass.

Nancy started for her father's side, but the boy sprang between her and the body, and, with all his strength, pushed her back. For a moment the young savage glared at his sister with angry, merciless eyes.

"Ye ain't got nothin' to do with this," he said. "Ye belong in the valley. I reckon we ain't good enough fer ye. Sis an' I kin take care o' dad."

The little girl knelt on the ground by her father's body and buried her face in his breast.

"All right, Steve," Nancy said; "what are you going to do? Tell the sheriff?"

For a few moments the boy was silent. He glanced at Nancy and then at the body, and then at his sister weeping softly at her father's side.

"What's th' use," he said. "Pap's dead, and hit'd only git mammy into trouble. I reckon sis an' me 'd better bury 'im to-night by the crick whar they kint find 'im."

Nancy walked to her brother's side and laid her hand on his shoulder, but he angrily brushed it away.

"Where will you and sister go?" she asked. "I mean afterward?"

Her brother nodded curtly over his shoulder. "Cross the mountain to gran'-mammy's, I reckon. Ain't ye ever be a goin'?"

"No," Nancy said firmly. "I'm going to stay, Steve, and help you bury dad."

She stepped to her sister's side and gently touched the mass of tousled hair, but the girl did not look up. With a glance at the gray face of the dead mountaineer, Nancy turned back to Eyre.

"You must be going now," she said.

Eyre looked into her calm, unruffled eyes and shook his head incredulously.

"You don't mean to say that you're going to ask me to go away and to leave you here alone with only those children and—and that?"

"Yes; that's it. That is murder, and we are going to hide it. It's our trouble—not yours. I tell you you must go away!"

"And you?" Eyre asked. "What is to become of you?"

Nancy glanced about her vaguely, and then into Eyre's anxious, eager eyes.

"What is to become of me?" she repeated slowly. "Oh, I don't know! I expect I'll go back to Cryder's to-morrow. No one will ever know about this."

"Then I'll see you again"—he asked—"to-morrow?"

Nancy glanced up at him and shook her head.

"No," she said, and her voice scarcely rose above a whisper. "I must never see you again—never again, after to-night!"

"Good-bye, then!" Eyre said, and held out his hand. "But you will see me again—some time."

But Nancy was looking straight into his eyes and apparently did not see the outstretched hand.

"Would you mind," she said, "if I walked with you as far as the trail? There's something I want to tell you in case—that is, just supposing that I never should see you again."

In silence they walked side by side slowly across the clearing, and when they had reached the woods Eyre turned to look for the last time on the scene of his first tragedy.

He could see the body of old McClurg lying before the doorstep and the figure of the little girl kneeling at his side and of the boy standing erect, unafraid and waiting for the moon to rise still higher so that he might hide his dead!

The night seemed to have turned very cold, and Eyre suddenly put his hand on Nancy's shoulder and turned her toward him so that the moon shone fairly into her eyes.

"I can't leave you here," he said; "I can't!"

But Nancy only smiled at him and shook her head.

"Yes," she said, "you must. But before you go I want to tell you why I—well, why I lied to you!"

"Why did you lie to me?" he asked.

Nancy nodded her head in the direction of the hut surrounded by all its filth and squalor. "For twelve years," she said "that was my home. For ten years—Summer and Winter—I have lived down in the village and at Cryder's office. You can guess what kind of a life that is. And all of that time I have been dreaming romances and praying that something beautiful might come into my life! I was hungry for just a little happiness—and then you came. I'd never met any one like you before, and I thought that I would play that I was like the girl in your story. I thought that perhaps it would make you like me, and I felt that if you knew who I really was that you might hate me. I had hoped that you would never know, and then——"

For a moment Nancy closed her eyes.

"After all," she went on, "it was only a harmless little romance, and I have had my month of happiness. Nobody can ever take that from me." She suddenly clasped her hands together and turned her blurred eyes away from him. "Oh, can't you see—can't you understand? I tell you I was starving for just a little happiness."

Eyre put his arms about the girl and drew her closely to him.

"I was looking for happiness, too," he said. "I thought I'd find it in my work, but I found it in you. When may I come back?"

"You may come back," Nancy said, "in the Spring, when the mountains are green again, and—and we have forgotten to-night. And until then you won't forget, will you, that every day I will be sitting at the office window, waiting and watching the mountains turn green and looking for you coming up the road?"

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With His Eyes Fixed on His Wife He Nodded in the Direction of the Trail That Led Down the Mountain. Her Sullen Face Still Twitching with Impotent Rage the Woman Silently Obeyed and Slowly Started Back Across the Plateau. A Dozen Feet Behind Her Her Husband Followed, and Thus They Disappeared Behind the Fringe of Pines.

Open Air Dresses by Lady Duff-Gordon

A Dark Charmeuse Suit, Whose Sailor-Like Coat, White Satin Waistcoat and Gracefully Draped Skirt Lift It Above the Commonplace.

A Smart Walking Dress of Light Serge. The Arrangement of the Revers and Satin Belt Give Extra Smart Touches.

An Informal Costume of Light Summer Corduroy. Its Smartest Notes Are in the Collar of Shadow Lace, the High Black Leather Belt and the Black Velvet Neck Ribbon.

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at 37 and 39 West Fifty-Seventh street, New York, and 1400 Lake Shore Drive, Chicago.

By Lady Duff-Gordon *("Lucile")*

AN important item in the selection of a Summer wardrobe is the collection of open-air dresses. They must be fresh; no wrinkled or crushed folds to testify to carelessness; no faintest spot upon their clear surfaces. They must be of light texture. Preferably they must be of light colors, though she is a woman of little foresight who had no dark, always ready frock hanging in her closet. They should be loose fitting. They should have the aspect, and it is desirable that they have the reality, of being cool garments.

The large middle figure is a next-to-the-lightest costume of Summer. It is made of the lightest weight cloth. Serges and gabardines nearly as light as silk have been produced by the Winter-working looms for Summer attire. This is an example of how like to silk serge may be. It is fashioned into a one-piece gown of pleasing simplicity, yet of smart effect. The skirt may be termed scantly full. It is gathered upon a high belt and has two deep folds, one above, one below the knees. The high, straight bodice is filled in at the front by a wide collared chemisette of fine lace-trimmed lawn. Wide revers, in part satin faced and connected by a narrow, folded belt in front, give extra smart touches.

The negligible quality of this season's belts is seen in another instance. The cloth girdle used in this costume might be termed an after-thought belt. Yet the skirt would seem a bit stereotyped, rather usual, so to speak, were it not for this loose, narrow belt with its ebony clasp.

Beside this walking costume the upper right-hand figure stands disclosing slightly less formal apparel. It is a sport suit of Summer weight corduroy. It is slightly cut away in front, which is a new touch. The high black leather belt is a note of contrast and smartness. The wide collar of shadow lace and the demure black velvet ribbon and bow are other smartnesses. The tendency to the elaborate use of buttons for trimmings is expressed by the rows upon the close-fitting sleeves. The rows of buttons reach to the elbows.

The third illustration is one of a pleasing always ready to wear suit of dark charmeuse. The slightly trousered effect of the drapery, the broad front plait, the white satin waistcoat, all cause it to stand out from the commonplace.

Smocks Amid Blossoms

Charming Clothes For The Summer Wardrobe, Including Some Bewitching Affairs For The Farmerette

By Sara Marshall Cook

The artist's smock, with a hat to match or to cleverly correspond, has become a picturesque part of every woman's summer wardrobe for the country. Some of these smocks are full length, to be worn as dresses; others, in the form of aprons, completely cover the dress; but most popular of all is a long overblouse affair which with a sports skirt completes a costume.

Sleeves of all lengths are used for smocks. There are sleeves to the wrist; others that come just above the elbow, and some very short, barely covering the shoulders. The short sleeve, however, is used most frequently, because it is cool and comfortable.

Georgette crepe and thin silks are used for these garden smocks. Plain little tucked skirts of the same materials to wear with them are easily made at home.

Old Pictures And Forgotten Memories

Lovely imported Indian muslins, printed all over in quaint designs, make charming garden clothes. As with the Georgette, so with the muslins, a more pleasing effect is obtained by using a plain material for the skirt. There is great inspiration in working with these lovely, fresh, cotton fabrics. They seem to bring to your mind old pictures and forgotten memories that will give you ideas of quaint and charming things.

Mikado red Georgette crepe is used for a smock shown today that is effectively decorated with large squares made of narrow black braid. The sleeve is made in a very ingenious and interesting manner. It starts out with the evident intention of being full length until it reaches just below the elbow, where it joins ever so many strips of the black braid, which are not sewn together, but fall apart to reveal the arm.

These strips of braid are attached at the wrist to a little band of the red crepe. A slender sash of the same crepe with black tasselled ends wends its way through black bound buttonholes around the waist.

The braid treatment is effectively carried out in a poke bonnet also made of red crepe. Any tall, dark-haired girl who dons this hat and smock, with a trim skirt of soft white silk, may be sure of adding a lovely touch of color to the landscape on a summer day.

No wonder the makers of clothes have at last turned their attention to jade for color inspiration. If you study old jade closely you will find a surprising number of tones in which green and faded yellows blend in a fascinating way. There is a curious quality in the jade tones that make them as peculiarly becoming to the dark-haired woman of olive complexion as they are to the fair-haired girl.

This summer jade has found beautiful expression in almost everything we wear, but in nothing are these tones more lovely than in sheer midsummer smocks and floppy garden hats. In addition to being fashion's favorite color, jade blends charmingly with the trees and shrubbery.

A Chinese Design On French Linen

A simple feminine smock is made of jade green crepe, with batik work in a lighter shade of green. The drooping white straw hat is made interesting by a new idea in hat trimmings. A Chinese design is painted on a French linen ribbon, which is draped like a scarf around the crown.

Clever and artistic effects are produced by decorating a blouse with several harmoniously blended colors in batik work, then having plain little skirts of each color that appears on the blouse.

If you have a love for original things you will delight in a smock of thin black Chinese silk completely covered with batik in colorings that suggest old bronzes, jades, queer yellowish green and occasional touches of dusky amethyst. To be really Chinese, and not mix its identity with any other loose blouse. It is beltless and has long sleeves.

A floppy hat of Madagascar straw is dyed jade green and faced under the brim with shaded taffeta, in which appear glints of amethyst and jade. A black silk scarf with fringe ends is decorated to match the blouse and tied about the crown of the hat.

A very fine silk jersey—so fine that it looks like satin—is used for country waists. For one smock this fine silk jersey in rose color is chosen. This smock has an apron of foulard in gray, lavender, rose and green. The belt and neckline are worked in various shades of lavender worsted and little motifs of straw are used in the form of buttons around the neck and at either side of the belt. Rose colored straw, foulard and straw button make the hat worn with it.

The vigorous and colorful brown-eyed Susans that dot the meadows in summer are the inspiration for a country blouse of rough orange linen. The neck, very short sleeves and bottom are worked in loops of orange and green worsted, while at the left side where you would expect a pocket, a cluster of brown-eyed Susans is embroidered. A rough green straw hat encircled with these is selected to wear with it.

Sweaterettes Fill a Long Felt Need

One often needs the warmth afforded by a coat or wrap lighter than a sweater, so sweaterettes have come to fill this want. They are merely wide scarfs of either silk or wool to throw around the shoulders and drawn in at the waist with a narrow sash to match or a black patent leather belt.

A Dress That Makes The Welkin Admire

A practical garden dress in which one may look pretty while transplanting lettuce and radishes in the early morning hours, or watering them after the sun has gone down, is of old blue linen embroidered with field flowers of bright worsteds. To be different from the ordinary plain gingham frock, it buttons all the way down the back with buttons of worsted. The narrow sash, finished with a bit of worsted fringe, confines this loose little dress at the waistline.

Large hats of white organdie are made for the country. One of these dares to have a crown of scarlet velvet and a checked pattern buttonholed on the edge of the organdie brim threads of red mercerised cotton.

Have you ever seen a gypsy encampment by the side of a country road with bright colored calico curtains marking off the doorway of a lumbering gypsy wagon? If you have you will recognise the material as real old gypsy calico. The hat was created by a clever Fifty-seventh Street designer and is just as original as it can be. It is faced under the brim with green silk. From the soft outer edge hang jade earrings in real gypsy fashion and green beads are scattered all over the top of the brim.

What woman who has in her soul any love for the picturesque would not delight in going to market on a summer morning carrying the bag of red and white crash lined with old-fashioned alpaca along with this hat? It is copied exactly from the old-time carpet bag of Revolutionary days. The frame and handles are of dull black leather. It is intended not only for a market bag, but as a receptacle in which one may carry garden implements. You will find it a delightful addition to the accessories for your country home.

Turkish Towelling A New Material For Smocks

The makers of smocks have invaded the realm of household linens in their search for materials. All sorts of towellings are used. Turkish towelling makes smocks as well as country dresses that are surprisingly pretty. Black is usually combined in some way with the white towelling. Often a blanket stitch done in black threads finishes the neck and sleeves, and sometimes a design in old-fashioned sampler stitch is worked across a smock made of white towelling.

Some smart summer frocks of thin black satin or silk have full length panels of white Turkish towelling both back and front. A black cord girdle goes loosely around the waist after the manner of those used on the chemise dresses.

The making of overblouses of linen crash is a French idea launched this summer, and all sorts of interesting things are done with this material. The blouses are usually cut with very short kimono sleeves, and the crash is fringed and knotted at the bottom of the sleeves. The same treatment is carried out around the bottom of the blouse.

To further adorn these practical tunics the threads are drawn in wide bands, in which many interesting stitches are introduced. The necks are always cut square, which permits them to be finished with a band of the drawnwork.

If you want to obtain a smart effect, have some of your country hats made of towelling and crash to match your smocks. You will be surprised at the effects which you will be able to achieve with these old-time materials, which hitherto we considered very ordinary and suitable only for the linen closet.

When My Boy Comes Home

By Mimosa

Wrinkles and Grey Hair Must Disappear

Two years can make a great change in a woman's appearance at any time, but two years of war worries often adds ten years to one's apparent age, and this was what the two years during which her husband has been away had done to Gladys Summers. She had aged tremendously, little lines and wrinkles had formed round her eyes, and deep lines around the mouth, and her hair had become tinged with grey. In fact, she was in despair as to what the man who had left her looking so young and fit would think of her when he returned.

Six Weeks to Effect a Transformation

When she came to confide her troubles to me she had just six weeks in which to improve herself, for by that time he was due home.

Six weeks isn't long but I felt sure that if she really tried she could make a very great improvement.

Removing the Wrinkles

To smooth out the wrinkles I made her get a little pure mercolised wax, and rub it gently into her face and neck every night, working the wax into the skin very carefully, and rubbing always in an upward and outward direction. Mercolised wax has the effect of gently and imperceptibly peeling off all the dead skin, and with it the lines and wrinkles, which, as you probably know, are only on the outer skin and not beneath it as so many people think. Every night the wax was applied evenly all over the face, and gradually the old skin and the wrinkles disappeared, and the fresh young complexion underneath soon became apparent, soft, smooth, and clear.

Restoring the Grey Hair

Hair dyes are an abomination; Gladys and I were both agreed on that point, and what was far more important she was dreadfully afraid that if she used a dye, the color might not be quite the same as her own, and that her husband would notice the difference.

I advised her to get two ounces of tammalite, and to use it regularly for a week. The tammalite should be mixed with three ounces of Bay Rum, and applied to the roots with a small sponge.

Once a fortnight I told her she must shampoo her hair, so as to keep it in good condition, and for this she used a dessert-spoonful of stallax dissolved in warm water. After a stallax shampoo it is not necessary to rinse the hair, as the hair is left soft and silky with a natural wave, which is most pleasing.

The Finishing Touches

Instead of using powder Gladys got an ounce of cleminite and dissolved it in water. This she dabbed over her face and neck, and allowed it to dry on the skin, while to give a slight color to the cheeks, she applied a little collandum with a piece of cotton wool. Collandum is quite unique, as it cannot be detected, and as the atmosphere of the room grows warmer so the color deepens slightly giving an absolutely natural appearance.

Cabinets of Cutlery Spoons & Forks

THE Cabinet illustrated is made of Polished Oak and is fitted with the Goldsmiths & Silversmiths Company's Electro Plate Spoons and Forks (trebly plated with silver on the finest Nickle Silver), and the best refined shear steel cutlery with thick Ivory Handles. The Goldsmiths & Silversmiths Company's Plate Cabinets are of highest quality and offer the best value obtainable. The contents of any Cabinet can be varied as desired.

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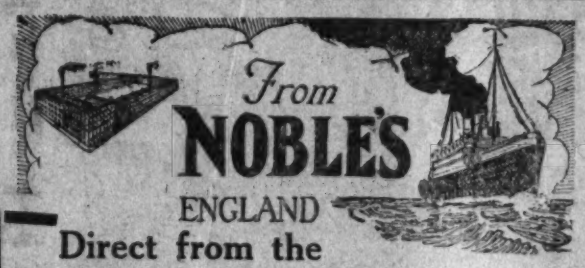

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HOW CANADA SOLVED ITS HOUSING PROBLEM

Government Loans Distributed Through Provinces And Municipalities Also Aided

New York, July 17.—While committees have been investigating the housing problem, there came to New York the other day on a flying visit (for he hadn't much time to spare for talk) the man who is actually solving the housing problem in Canada, and, more than that, is building houses. Thomas Adams, Housing and Town Planning Adviser to the Canadian Government, is a Scotchman who has been planning and building whole towns in England for years. His greatest achievement was the garden city of Letchworth, an artificial creation of his which he planted in the open fields, thirty miles from London, in 1903. He bought the land at $200 an acre, and now there are 14,000 persons living there and working in thirty factories, while 1,000 more houses could be used immediately if the material could be obtained.

Adams came to New York to tell the Reconstruction Commission what the Canadian Government was doing to house its people, and the impression he left was that the Canadians had been quick to foresee the crisis which would arise unless something were done immediately. Therefore, less than a month after the signing of the armistice $25,000,000 had been appropriated to be loaned to the provinces, where it might be loaned to the municipalities at the same rate of interest. Two months later every Government in the world had been consulted as to what it had been able to do regarding the housing problem, and now seven of the provinces have offered complete housing schemes for approval to the Government once, and the last scheme took just twenty-four hours in the process of approval.

"The system is simple," said Mr. Adams. "The province is required to propose a scheme of housing which will meet its own particular needs and will use to the best advantage the money loaned to it. Then the province acts simply as an intermediary for the smaller units, the municipalities, which then loan it to three kinds of people. They may loan it to themselves, and go into the building of houses as a municipal venture, or they may lend it to a housing corporation whose earnings are then limited to 6 percent, or finally, they may lend it to individuals who want to build their own homes. If a man has $500 he may borrow $2,000 for a frame house, or $4,000 for a brick house, and he may keep the money for thirty or forty years with the privilege of gradually paying off the mortgage during that time. The rate of interest is 5 percent, which is equivalent to 4 percent in the United States.

To the objection that this Government project would interfere with enterprise, Mr. Adams pointed out that there was no competition, that, carried on in a business-like manner, the Government work would only act as an object lesson, and that was what was sorely needed. Moreover, he emphasised the fact that actually building houses and building them quickly was the only solution for rent profiteering, as the passing of restrictive laws simply shifted the burden to other shoulders, and in many cases made profiteers of the tenants themselves. He also had some emphatic things to say of the numerous remedies which have been recently proposed for the solution of the difficulty here.

The exemption from taxation of improvements on real estate, he said, had not worked in Canada, for it had not reduced the land values. As for the exemption of mortgages from Federal taxation, he pointed out that the Government would be entering a dangerous field of class legislation. However, he did see a marked advantage in the exempting of new construction from taxation for a period of years, as an offset against the increased cost of labor and materials, while the owners of old dwellings would get the benefit from the prevailing higher rents. This, he felt, would be a much surer remedy than the mortgage exemption, as the latter would probably benefit the lender rather than the person who needed a dwelling.

The Real Solution

The real remedy, the remedy that in the long run would cure the evil, Mr. Adams declared, lay in the dispersal of industry to outlying districts and the building up of new towns around the new centers. This did not necessarily mean the ownership of the homes by the companies, but rather the co-operative ownership of single dwellings or apartment houses by the tenants themselves. "These copartnership societies, of which there are many in England," said Mr. Adams, "make it possible to combine all the advantages of owning one's own home with the benefits of tenancy, and, of course, the greatest benefit of tenancy is the possibility of moving to another section or another town without suffering considerable loss. A man can say, 'I don't own that house, but I am one of the owners of these houses.' The tenant pays his rent just as if he had no interest in the house, and at the same time pays into the society enough money in installments to equal what his equity would be if he actually owned the house or the apartment. If he wants to move, he can transfer this equity back to the society without any trouble. Moreover, there can be common tennis courts, bowling alleys, wash houses, and the like, all of which contribute to the pride of ownership without its burdens.

"Of course, in all developments of this kind there is the ever-present danger of land speculation. Enough, but not too much, has been said about it. The Governments have a special obligation as the original vendors of land, and in view of the far-reaching effects of unethical practices in connection with its sale, to employ special means to protect purchasers from such practices. There are numerous obvious steps which should be taken in this respect, including the registration of those engaged in real estate operations and the application of adequate safeguards to protect purchasers.

"False economic standards have been largely responsible for bad beginnings in land settlements, wasteful speculation and unhealthy and haphazard developments of land that stand self-condemned as part of our social system. Some men have sought to excuse these evils on the ground that they are the outcome of natural laws, whereas they are largely caused by the refusal to recognise the demands of nature and to apply intelligent direction to what is purely artificial growth."

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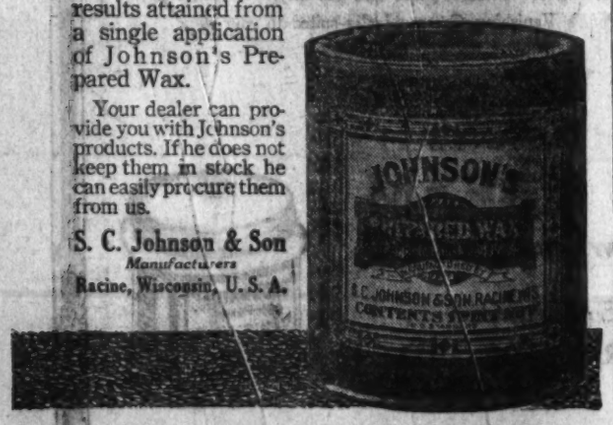

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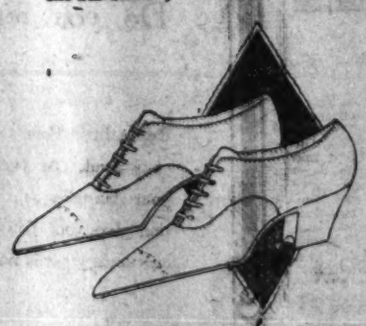

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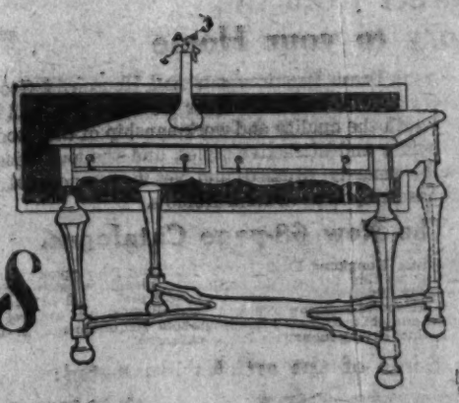

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Do Examinations Decrease Accidents?

Arguments For And Against The Practice Of Examining Car Owners As To Their Fitness To Drive—Is It Lack Of Skill Or A Psychological Factor Of The Individual That Causes Accidents?

(*By Alexander Johnsen in Motor*)

The recent passage of the Knight-Wheelock bill in New York state, providing an examination for all drivers of motor vehicles located within the limits of New York city, has brought up once more this question that is as old as motoring, "Do examinations of prospective drivers tend to decrease accidents?"

The fact that the application of the new law is limited to New York city, gives the question a peculiar interest to all motoring residents of that city, who naturally have resented what seems to be a piece of class legislation. In its broader aspects, however, the entire subject is of vital interest to every man who owns and drives a car.

From the very beginning of motoring it has been the favorite theory of the undoubtedly well intentioned gentlemen who have attempted to decrease the growing total of accidents involving motor cars, that the first step must be to curb the reckless driving of the new owner, who does not thoroughly understand the mechanism and operation of his vehicle. The invariable panacea for this condition has been examination of drivers before they are permitted to use the public highways.

Superficially this argument sounds logical. In reality the new driver is never reckless. The very nature of the motor car prevents a man, no matter how careless or even viciously reckless he may be by temperament, from taking liberties with it until he has mastered its operation. Then after he has learned to drive, his real nature asserts itself and the trouble begins. If any reader of Motor will just look back to the time when he was learning to drive and will recall the aching muscles and strained back that he brought away from his first attempt to operate a car, remembering the snail's pace at which he crawled along the highway, he will question anyone who tries to tell him that he was a menace to public safety.

In truth this subject of examinations has been clouded in more unwarranted assumption and unsupported assertion than any other connected with motoring. The case for examinations, if there is one, should be capable of being stated in concrete terms of figures. If examining drivers reduces accidents, this condition ought to appear in the vital statistics of the states which have been employing the method for a greater or less time. No such statistics are available. In fact the only comprehensive statistical compilation on the subject was gathered by Motor and published in its issue of September, 1913.

This compilation covered six states, Rhode Island, New Jersey and Illinois, which at that time had some sort of driver examination and Connecticut, New York and Ohio, which did not examine. Records were gathered for all accidents involving a motor car in those states during three months. The resulting statistical table showed that the percentage of accidents per 10,000 population was greater in the examining states than in those which did not insist on this formality. So far as I know this is the only attempt ever made to examine the statistical side of the workings of an examination law and its result was not flattering to that institution.

At the present time there are four states with laws providing for the examination of private motor car owners. These are Connecticut, New Jersey, Maryland and New York, which latter of course has not as yet had any experience with the working of the law, which, incidentally, is only operative for a restricted territory. On the time-honored assumption that "the proof of the pudding is in the eating," Motor has asked the gentlemen charged with the enforcement of the examination laws in Connecticut, New Jersey and Maryland, to explain in detail how the plan has worked out in their respective States, and to quote any figures tending to show the benefit resulting from the examination of drivers.

While the Connecticut examination law has not been in effect for many years, there has been ample opportunity for the administrators to judge of its results and this is what Robbins B. Stoeckel, commissioner of motor vehicles, has to say on the subject:

"I believe that the determination of whether or not a man will make an adequate motor vehicle driver is largely a decision as to his character. In forming this department, therefore, I appointed as examination inspectors men of ripe judgment, who would be able to decide this question of character.

"The idea which we attempt to follow is to give each man an actual test, based largely upon the kind of a man he is. If an applicant presents himself for examination who appears to be an intelligent man showing common sense, the actual test given him is only on his mechanical qualifications, meaning by that, his operation of a car. If, on the other hand, the applicant appears to be an ignorant and rather undesirable mental specimen, we give him a most rigid examination on the law and, in addition, make him demonstrate that he can handle a car.

"There are certain technical features in our law, such as the right-of-way rules, that we insist upon in every case. We bear in mind that the qualification of an applicant for driving upon the highways of the State licenses him to drive in the most congested traffic to be found and under all conditions and at all times. Therefore, our tests are given, whenever practical, in the most congested traffic available. We do not insist upon perfect manipulation of the car in the sense that we do not, in every instance ask for a test upon such matters as turning around in a very narrow street, and we have tried to absolutely avoid any appearance of unfairness. We do not ask for any technical knowledge of the mechanical construction of the car, beyond such as is necessary to operate it. In short, the examinations we have given have been on very broad principles and, beyond a very few specified matters, have not been generally uniform.

"It would give me very great pleasure if you could induce the Commission to send some one representing the board up to Connecticut for consultation, and let me detail a man to show how we handle this feature. We differ from Massachusetts and New Jersey I think in only one important item, and that is that we do not examine by classes, but each man receives individual attention.

"The bookkeeping attending to our examination system is simple and based upon the advice of an accounting expert. It has worked out very well and seems to me to be as practical for New York as for Connecticut.

"This will give you an insight into our method of examination. Now, as to results. The examination feature of our law has been in effect here for approximately a year and six months. During that time we have given probably thirty thousand examinations, and we have finally rejected only a very small percent. Our inspectors explain, where rejection is made, as to why a license is refused and, when the applicant is educated on that point, another examination is given, and eventually all the drivers except a very few qualify.

"In my personal examination of the cases of accidents brought into the office, I do not find more than a very small percent, probably not more than 5 percent, involve drivers who have been qualified within two years. It is my opinion that the present law requiring examinations is a good one, and that its broad administration can be followed only by the very best results."

It cannot be denied that Mr. Stoeckel presents an interesting brief for the cause of examinations, but also we may be pardoned for thinking that in his very first sentence he presents the case against examinations when he says that: "I believe that the determination of whether or not a man will make an adequate motor vehicle driver is largely a decision as to his character." That is precisely the point the opponents of examining have always made and have further contended that no legal machinery has been or can be devised for probing the psychological make-up of the man, wherein lies the real cause of accidents. If the character of the man is the real index of what he is going to do on the highways and no examination, as we contend, can discover his real character, then all examinations are useless formalities, wrapping in red tape a transportation function that should be as free as walking.

Again in his last paragraph Mr. Stoeckel says: "In my personal examination of the cases of accidents brought into the office, I do not find more than a very small percent, probably not more than 5 percent, involve drivers who have been qualified within two years." Surely this is evidence against the theory that lack of skill is the prime cause of accidents.

New Jersey has had the driver-examination system in force for a good many years, and W. L. Dill, commissioner of motor vehicles, has this to say of his experience: "Our experience amply justifies the conclusion that the examination of applicants for drivers' licenses serves materially to lessen the number of reckless drivers. It, moreover, gives to the driver that fundamental knowledge of the law regulating vehicular traffic, which he otherwise would not gather because we require the applicant to read our law and be equipped to answer such questions as are asked of him, respecting the essential features of the same. We, likewise, by permitting our inspectors to be brought in personal contact with the applicant gather some first-hand information as to the physical qualifications of each and every applicant, frequently resulting in the rejection of applicants who are suffering from infirmities, impaired vision, defective hearing, etc."

Undoubtedly Mr. Dill has put his finger on the possible excuses for driver examinations. It is helpful to have new car owners instructed in the rules of the road, and it is desirable to keep the deaf and the blind from driving, if your highway law permits you to do so. On the other hand, a reasonable general education in the rules of the road and a doctor's certificate of physical fitness, would certainly serve to cover those two points equally as well as a personal examination.

Maryland has only recently treated itself to an examination law, but E. Austin Baughman, commissioner of motor vehicles, feels certain that the system has already proved valuable: "I do not know that I am able to give you any figures or statistics as to the benefits resulting from these examinations, due to the fact that there are hundreds of new drivers being licensed daily, and hundreds of non-residents using the highways of this State daily. We have not attempted to separate the accidents that happen in this State by any classification which might help you in determining what effect the examinations have had.

"I can say, however, that from the standpoint of safeguarding the public, these examinations have proved to be of the greatest benefit. We are now enabled to personally come in contact with every applicant who applies for a permit to drive a motor vehicle in this State. In the past great numbers of incompetent and irresponsible persons, both from a physical and mental standpoint, were granted licenses due to the fact that their applications to a great extent were mailed after having been specified by some justice of the peace or notary public who probably did not have to any great extent the interest or safety of the public at heart.

"One of the best features of the new Maryland law is that which provides for an instruction license, which is required of every person prior to his securing his final or permanent license. Through this safeguard no one is permitted to operate, drive or direct a motor vehicle unless he or she has some authority for their action.

"In the event that any applicant with some physical inability slips through for the preliminary license, another check can be had when he presents himself before the examining officer of this department for his final examination and demonstration."

In the State of Massachusetts there is a highway law calling for examination of drivers, but it is not applied to private car owners, except in rare instances. All chauffeurs are compelled to take the examination before they secure driving licenses. Frank I. Bieler, secretary of the Massachusetts Highway Commission, which is charged with the enforcement of the law, recently said: "I have no statistics showing the effect of examinations on the general operation of motor vehicles as regards the safety of the highways, but my belief is that there are as many accidents in proportion caused by chauffeurs as by private operators."

In the past there has been not a little acrimony exhibited in debates on this question of the examination of all motor car operators. Surely this has been altogether unnecessary. No one who has come in contact with the highway commissioners of the State of Connecticut, New Jersey and Maryland can doubt that they are fairminded men who are trying to the best of their ability to meet the heavy responsibilities placed on their shoulders in making the highways safe for all users. But there are many equally fairminded men on the other side who believe that examinations will never accomplish the desired end of making its highways safe for this democracy of ours.

To sum up: there has been a really convincing argument advanced in behalf of driver examinations. No one, to our knowledge, has ever quoted figures confirming the claims of its adherents that this system actually reduces accidents. On the other hand, we have at least one comprehensive compilation, which tended to show that examinations had no effect whatever on the accident toll, plus some entirely disinterested testimony in confirmation.

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Among the stories of wonderful mileage received by automobile tire users is that of S. F. Webster of Fort Collins, Colorado. It may be that pneumatic tires have given more mileage than his but Mr. Webster has never heard of them and feels that he has a record breaker for pneumatics in use on pleasure cars.

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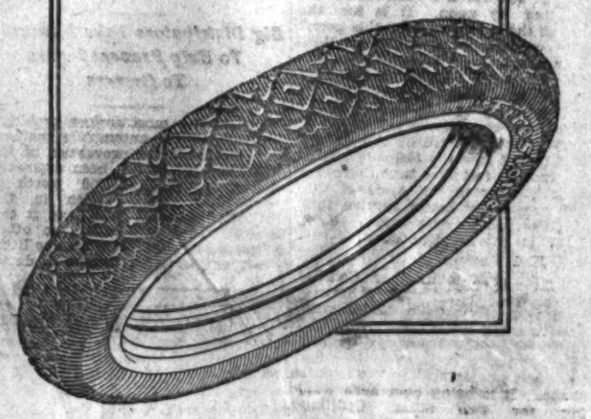

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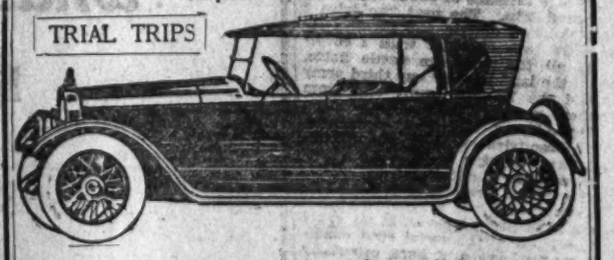

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The Cadillac Company receives on an average of six letters a week from boys who have watched the performance of the army cars and want to tell their opinion of the work done.

One letter was received from Corporal George S. Coulston of Pasadena, who wrote as follows:

Dear Sir: Allow me to introduce myself before I go on with this letter. I am the son of Major J. E. Coulston, A. R. C., president of the National Bank of Pasadena.

As you may know, I left Pasadena in June, 1917, for France. When I reached Paris I signed up in the French motor transportation corps. After spending four months of driving a truck in the French army, during which time we helped carry ammunition and supplies for two large offensives on the first of October, 1917, we were taken into the American army. Of course, we had a chance to come home, if we cared to, but a large part of our men signed into the American army. We were taken into the same corresponding branch.

Sent To Base Port

Soon after my enlistment I was sent to one of the American base ports, where for twenty-one days I was kept busy assembling motor cars for the army. It was during this time that I first took notice of the Cadillac. One morning as my friend and I were on our way to work, the Captain called us to him and told us that he had a special piece of work for the two of us. When we asked him what it was he took us over to a large box and said: "There is a Cadillac in that box which I want set up and running by noon. It is for the use of the commander of this post." The commander was Major Winters, now Colonel Winters. At present there are but two of this type in France. The Colonel's car is still running and is in fine shape. The other one I have lost track of, but believe it is still on the go. The last time I saw the Colonel he told me that he felt sure that there was no other car in the A. E. F. that had given any better service than the Cadillac he was using. U. S. 1277 is the number of it.

Has Had History

U. S. 1776 is another Cadillac car which has had quite a history. It is not only an old car, but the first to cross the Rhine. It is now in Tours at the headquarters garage. It has a good many miles to its credit and is still in the best of shape. It is being held here waiting for two other Cadillacs which went over the Rhine with it. These three cars are to have their pictures taken and sent back to the Cadillac people. You will find inclosed a picture of this car which I took about a week ago.

U. S. 16,020 is still another Cadillac touring car which I happen to know quite a good deal about. I took this car to drive as soon as it arrived in Tours from the base port. It had only run a little over two hundred miles when I was assigned to it. My first trip in this car took me from Tours to Nice, a distance of about 1,200 mile round trip. The next two trips I took were exactly the same.

On both of these trips I covered all the American battle fields, all the land held by our third army and the English army, and from there we went to Pruxelles, returning to Tours. The distance of each of these trips was a little over 2,500 miles. I think this would be a good place to add that I never had one bit of trouble with this car as long as I was assigned to it. I am sure you people at home could never realise the awful road conditions we have over here, especially up near the front.

I would like to say that out of 60,000 miles I have driven in France, a good two-thirds of it was made in a Cadillac. Of all the cars we have over here, the Cadillac is the only one that will take the long, hard runs we give them, with practically no care, and will stand the change of drivers as often as we make them over here.

Novices Run Autos

When the war was on any man who thought he could drive a car was given the chance, and many of them did not know one end of a car from the other, and yet were put on one to drive and care for it. Of course, after they had made two or three trips it was not so hard on the car, but you can easily see what the first couple of trips made under such conditions would do to a car. But no one seemed to care as long as the car kept running, and I am very glad to say that the Cadillac stood the test and outran any other car we had over there. Not only that, but the cars received no care at all because, in the first place, there was no time in which to give them the necessary looking over, but in many cases the men, as I have said, knew almost nothing about a car. These two facts drew my attention more than anything else, as it was a wonder to me how they kept on running.

There seems to be nothing else at the present time which would be of interest to you, so will close hoping that business is as good as ever and that I may see you soon.

I remain, Yours very truly,
(Signed) GEORGE S. COULSTON.

Motor Car Prices Tend To Advance Rather Than Fall

All Conditions Combine To Make For Increases, Says Hudson Company's Head

It was announced along Automobile Row the other day that two prominent makers of high grade cars had advanced their prices from G.$1,100 to $1,200 each on their touring car models. Harry S. Houpt, president of the Hudson Motor Car Company of New York, the distributor of the Hudson Super-Six and Essex Car lines, in discussing the report, said:

"Quite frequently within the last few months I have been asked by customers 'Will the price of motor cars decline?' and I have told them 'No,' and have also advised them if they wanted a car to place the order at once, as prices are more likely to advance than decline.

"With copper up 20 percent, leather up 25 cents a foot and every other material entering into the manufacture of cars costing more, to say nothing of labor, how can the price of cars come down? Material conditions say 'no,' labor conditions say 'no,' the demand for cars says 'no,' so it is a safe bet that there will be a general rise in the price of cars.

"In the light of past experiences, commodity prices will gradually decline. The automobile industry is not to remain quiescent on this account, however; the demand for cars is too great, the buying too insistent, and production too short of demand to permit any such conditions. This condition must be met by the manufacturers, which means high pressure production and increased manufacturing costs; at least, until stable conditions obtain and production reaches its normal conditions.

"The automobile manufacturers are going along, building every car they can and leaving the price question to be decided, as it ultimately will be, by the law of supply and demand."

Car Theft Worries U.S. Auto Dealers

Big Distributors Take Measures To Help Prevent Losses To Owners

One of the most serious problems confronting the automobile business in America is the prevention of the theft of cars. It has been estimated that over G.$18,000,000 worth of automobiles were stolen in the United States last year, and it can be truthfully said that no other crime can be committed with so little effort and so little danger of detection, and which is, at the same time, so profitable.

Police investigations have disclosed countrywide organisations that have been formed for the purpose of stealing and disposing of automobiles. Further records show that for every hour of the clock, day in and day out through the year, four automobiles are stolen, and but 14 percent ever recovered. The majority of those eventually returned to their owners are usually in such damaged condition that they are worthless. In the City of New York alone many cars are lost daily.

To aid in finding a way to protect the motorist many companies, particularly the Automobile Distributors, have been devoting a great deal of their time and effort to the finding of a locking device that would prove almost theft proof.

FELT WASHERS USEFUL

Most car owners know that the use of felt washers under the iron washers in certain instances is a useful idea. The felt washer gives an elastic hold, allowing for expansion or contraction and may keep the threads of an overtight bolt from stripping. However, most of them do not know that the ordinary corn and bunion plasters make acceptable felt washers and are always easily obtained.

CLEANING VALVE STEMS

A very simple way of cleaning valve stems which are under suspicion of harboring carbon deposits is to inject a little kerosene in the air valve of the carburetor while the engine is running, in this way a little of the kerosene finds its way down the valve stem and softens and washes off the carbon. It is no bad idea to do this once a month or so.

KING "8"

UTILITY, LUXURY AND ECONOMY

The world-wide popularity of this pioneer eight cylinder car is based on its reliable service under every condition of road and climate. Its famous motor practically eliminates gear shifting, banishes vibration and develops great power at small fuel expense.

Three beautiful body models satisfy the most exacting taste.

7-passenger Touring Car
7-passenger Sedan (closed car)
4-passenger Foursome (sporting model)
2-passenger Road-King (speed model)

ARKELL & DOUGLAS, Inc.
38 Canton Road, Shanghai

KING MOTOR CAR CO.
Export Department
1670 Broadway, New York
U. S. A.

Wherever You Go—Go on Goodyear Tyres

Goodyear Tyres outwear, outdistance and outeconomize most others.

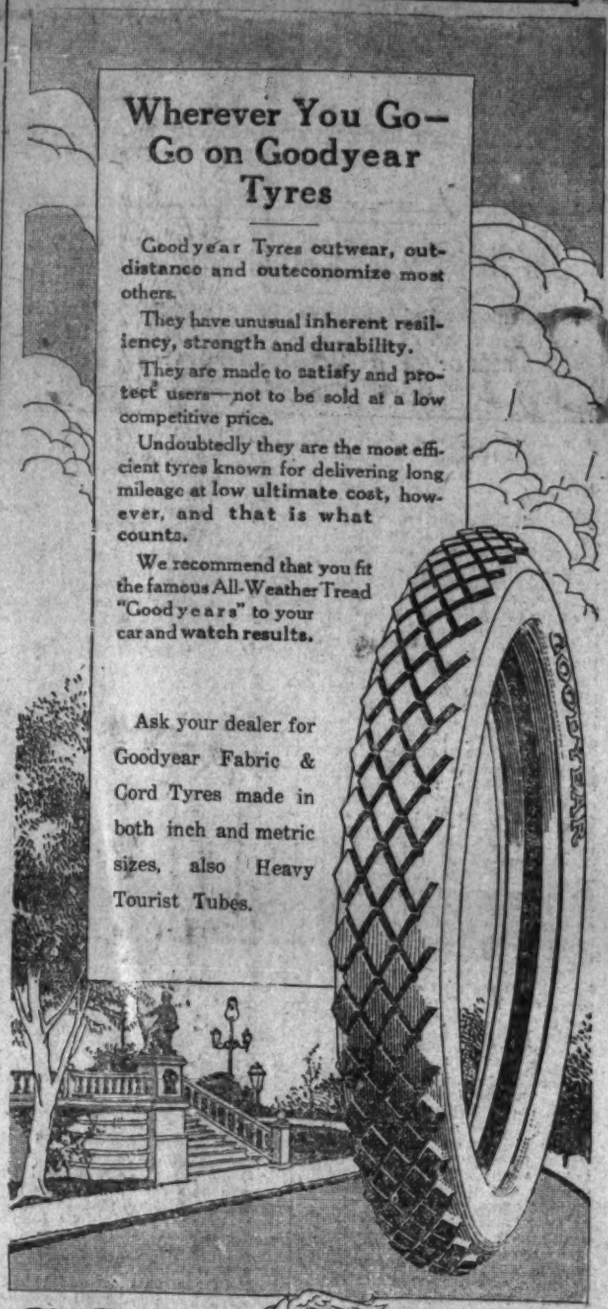
They have unusual inherent resiliency, strength and durability.

They are made to satisfy and protect users—not to be sold at a low competitive price.

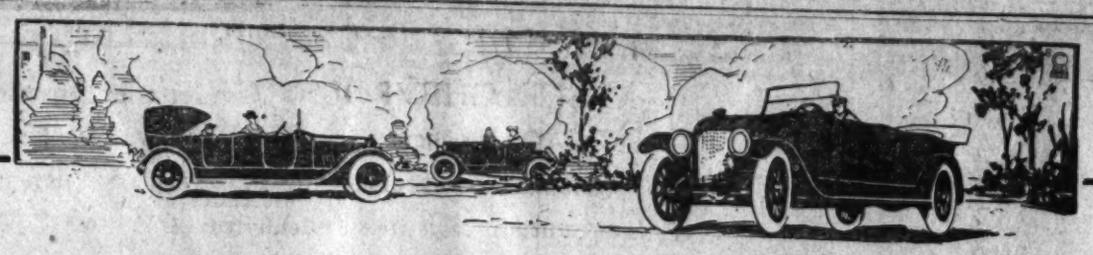
Undoubtedly they are the most efficient tyres known for delivering long mileage at low ultimate cost, however, and that is what counts.

We recommend that you fit the famous All-Weather Tread "Goodyears" to your car and watch results.

Ask your dealer for Goodyear Fabric & Cord Tyres made in both inch and metric sizes, also Heavy Tourist Tubes.



GOODYEAR



"Never put off till to-morrow what can be done to-day!"

In the case of automobile-owners, this axiom particularly applies, for it is

To-day an accident may happen.

Unless protection has been secured in the form of an

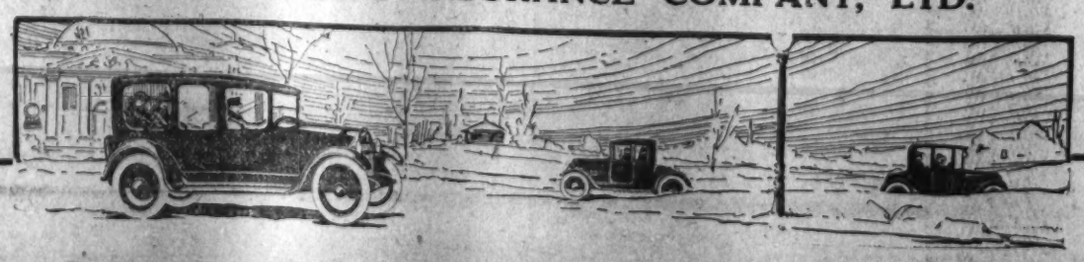
X. S. POLICY

TO-MORROW may mean the footing of a big bill for repairs, replacing a destroyed car, or the payment of a substantial third-party claim, etc. DELAY IS DANGEROUS—TAKE OUT YOUR POLICY TO-DAY.

Write for Prospectus, which gives full information, to

C. E. Sparke Insurance Office, No. 44 Kiangse Road

AGENT, EXCESS INSURANCE COMPANY, LTD.



Chevrolet Automobiles

CHEVROLET Automobiles are built with a complete understanding of what is expected of the present-day motor car. They are built to give every-day service at low expense.

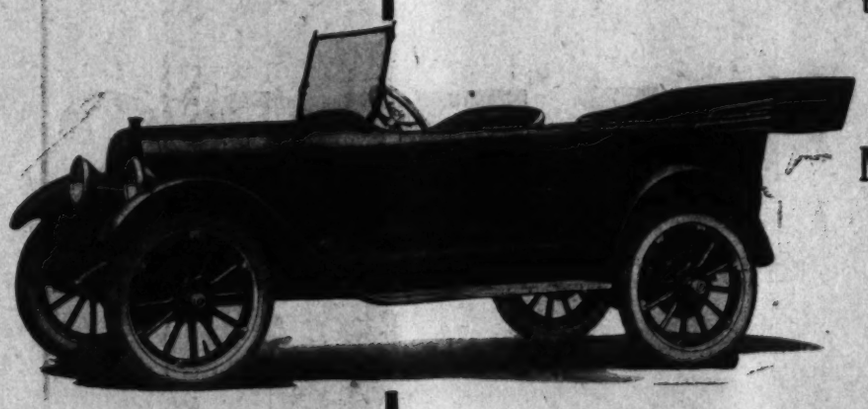
THERE are more than 200,000 CHEVROLET cars in use. This, in itself, is proof that they do what is required of them.

BUT more important than all is the fact that the CHEVROLET, as much as any other car, meets the present-day demand for low price, dependable, mechanical transportation.

CHEVROLET

EACH CHEVROLET model represents full value. In the matter of mechanical dependability, each model represents a high standard of excellence. This is of first importance. You want an automobile of known quality that will give you uniform service. You want the assurance that there is as much refinement given as the price will possibly permit.

EQUAL attention has been given to performance and appearance. First of all, you want your automobile quickly to respond to your needs at all times, and, secondly, you want to feel a certain satisfaction and pride in its appearance. This is true of any possession you have. It is a reflection of your judgment in making the purchase.



The price of a

MODEL 490 5-SEATER TOURING CAR OR 2-SEATER

IS

1000 TAELS

H. S. HONIGSBERG & CO., INC.

EXCLUSIVE AGENTS

Commission To Supervise All Road Building In U.S.

New Method To Be Adopted By Federal Government Under New Road Act

Washington, June 5.—"That a commission, as contemplated by the Townsend-Bankhead bill, will be the method of administration adopted by congress for building a national highway system is indicated not only by public sentiment but by the weight of government precedent," said Dr. H. M. Rowe, past president of the American Automobile Association and a member of the special committee of the A. A. A. good roads board which will devote much time to federal highway legislation.

"Highways should be considered in the same class of public activity as railways, waterways, mercnant marine, the national banking system, and in fact, any of the great distinctly national undertakings," continued Dr. Rowe. "It seems a self-evident proposition that the building of a national system of highways will form an enterprise of such magnitude and such complexity as to put it entirely beyond the sphere of a single bureau or other subdivision of an executive department and if, therefore, it be considered in the class of these greater national enterprises I have named, we should naturally expect to see the same kind of administrative machinery established for highways.

Precedent Established

"By way of precedent, therefore, we may point out that the railroads while under government control are managed by a director-general who is not subject to the control of any cabinet officer and that in the absence of government operation of railroads the interstate commerce commission functions independently of executive departments.

"When we turn to the great shipbuilding and merchant marine industry, we find these are managed by the Shipping Board and the Emergency Fleet Corporation, both functioning apart from executive departments. If we turn to the national banking system, we find the federal reserve board instead of a bureau of the treasury department.

"Other examples might be cited. Bureaus of executive departments are principally engaged in investigative and educational work in the routine performance of a government activity more or less inherently and continuously a part of the executive machinery.

Need Of Commission

"There is no existing executive department which could legitimately take over the entire task of building a national highway system. It might be contended that the department of agriculture should do the job because of the agriculture interests affected by highways, but immediately the counter-contention might be made that the war department should build the system because of the military and national defense needs of the nation. The post office department might very logically claim that its rural delivery and parcel post service should entitle it to control.

"The department of the interior being almost entirely a public works department might contend that a constructive engineering task should fall in its domain.

"As an outcome of these various contentions must come the realisation that highways are of such an all-embracing and of such general importance as to make it impracticable to entrust the task as a minor undertaking to any single government department. A commission would consider the needs of all of the department.

"From the standpoint of directness, of responsibility, timeliness of action and comprehensiveness of knowledge, a commission devoting its whole time to the one single task could not fail to accomplish far greater results than would be possible through the medium of a cabinet officer who would be devoting the greater part of his time and attention to matters wholly foreign to highways. It would seem that the commission plan is unassailable."

LOCATING A LEAK

It is usually difficult to find just where a leak in the gasoline tank lies, because the fluid, after escaping spreads all around on the surface of the tank. When you encounter this difficulty, wipe off all the gasoline and then coat the suspected area with black gudgeon grease. The gasoline leaking out of the hole will eat away the grease and make detection of the leak very simple.

FORD OUTPUT 3,000 A DAY

The Ford Motor Company, according to advices from Detroit, is now turning out 3,000 cars a day, and yet, April 24, it had unfilled orders for 69,994 cars for immediate shipment. Very similar conditions exist in many of the other large Western factories, indicating an actual shortage of cars before the end of the year. The demand for cars is so great that buyers are snapping up every desirable machine, whether new or used.

'Howdy' Wilcox's Pound Of Flesh Worth G. $1,346

"Howdy" Wilcox, American racing driver, recently discovered a panacea for corpulency that promises to be a boon for bone-dry gentlemen of beer-nurtured girth and buxom lassies who vainly sigh for sylphlike lines. Reducing, according to "Old Doc" Wilcox, is merely a matter of speed. His cure calls for the driving of a race car 500 miles at an average of 85 miles per hour, and he has had a personal demonstration of its potency.

"Wilcox lost 14¾ pounds in his victorious drive of five hours and 40 minutes over the bricks of the Hoosier track," said William C. Poertner, local National and Scripps-Booth distributor, who received this information from Indianapolis. "Just before the start of the 500-mile classic this year, Wilcox weighed 152 pounds. After circling the two and one-half-mile track 200 times, he tipped the scales at 137¼ pounds. In return for this lost weight, Wilcox received $1,346 a pound, since his prize winnings totalled $20,000. This is said to be a record price for a pound of flesh, exclusive of the fabled demand of Shylock, the medieval 'shekel-lender.'

Doctor Uses Plane In Course Of Duties

Practitioner In Nebraska Makes Long Trips To Perform Operations

Dr. A. J. Brewster of Beaver City, Nebraska, is probably the first private practitioner to make use of the airplane in the course of surgical duties. He recently purchased a plane for making long professional calls and made his first trip of this sort last month when he flew from Beaver City to Herndon, Kansas, 55 miles, to perform a surgical operation on a patient whose skull had been fractured in an oil derrick accident. He left Beaver City at 2 p.m. and returned via the aerial route before sundown. His actual flying for the round trip time was less than two hours.

A few days later Dr. Brewster flew to McCook, Neb., a distance of 60 miles, to make two surgical operations. He made the trip in 50 minutes.

Closed Car Demand Feature Of Season

Dealer Foresees Call Equal To That For Touring Models

"The automobile industry has never before been on such a substantial basis nor enjoyed such wonderful prosperity as at the present time," declares Harry J. De Bear, manager of the New York Maxwell-Chalmers branch.

"It is one of the few times since the beginnings of motordom that it has been a question of how many deliveries are we going to get, rather than how many cars are we going to sell. There has never been a time to my knowledge when the buying public was as eager for motor cars as it is just now, and I feel certain that this is a sure indication of the eve of a real prosperous year, not only in this industry but in every other.

"I don't believe that there are many automobile companies which could not have sold during the present season from two to three times their outputs, but now that the material and labor situations are becoming more clarified most of the organisations will soon be on normal production again and will be in a position to begin better to supply the ever increasing demand.

"Another feature this year is the gain in favor of the various closed models for all year use. I believe that with the increasing percentage of sedan and coupe sales we will all soon be selling as many closed cars as open ones."

WAR TRUCKS WORKING GOOD ROADS JOB IN U.S

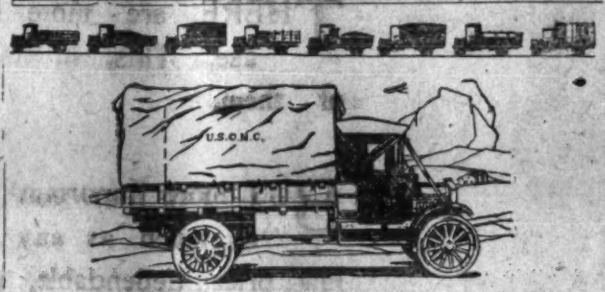
States taking advantage of the Federal road aid act are receiving substantial additional assistance from the government through the distribution of 20,000 trucks by the War Department for good roads work, according to the B. F. Goodrich Rubber Company.

Allotments of the first 5,336 army trucks have been made. Most of them will be distributed to states east of the Mississippi. Later Western states will receive shipments from Western points, thereby balancing up the quotas and equalising as near as possible the freight charges, which is the only item of expense to be borne by the state, excepting, of course, operation and upkeep expense.

The trucks turned over to the Bureau of Public Roads, Department of Agriculture, are part of the 31,000 which were recently declared surplus by the War Department, and are valued at $45,000,000 and include 11,000 new and 9,000 used vehicles ranging from two to five ton capacity, all in servicable condition. They must be used for good roads work, and will be apportioned to states only upon request of the state highway department on the basis of the financial aid under the Federal road act.

The five states receiving the largest allotment of the trucks already assigned are: Texas, 321; New York, 273; Pennsylvania, 250; Illinois, 240, and South Dakota, 190.

In keeping with the War Department plan to turn over all available material not needed for its own work to good roads building several hundred tractors, formerly used for hauling heavy guns, will be transferred to the Department of Agriculture as soon as an inventory has been completed.



You'll Come to the Motor Lorry—Soon

Quick deliveries are essential. Haulage costs must be reduced.

If you buy on *facts*, you'll order a Federal Motor Lorry. Built of thoroughly tested material, they will run indefinitely—with proper care.

1 ton $1900 (F.O.B. Detroit) 2 ton $2600
1½ ton $2350 3½ ton $3350
5 ton $4400

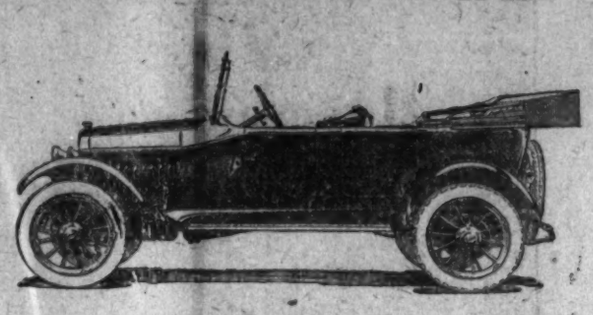
Write us for free magazine "Traffic News"—also prices and discounts.

Federal Motor Truck Company

Factory—Detroit, Mich., U. S. A. Foreign Dept., 18 Broadway, New York, U. S. A.

FEDERAL

MAXWELL CARS



MOTOR car users are particular in buying a car to know that back of its construction stands a great organization.

When thousands of miles separate the buyer and the maker, it is good to know that eight enormous Maxwel factories are busy turning out cars for a world-wide service.

This is one of the reasons why prospective buyers should choose the Maxwell.

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STRENGTH - VIGOR - MILEAGE

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DISTRIBUTORS FOR CHINA:

The Shanghai Horse Bazaar & Motor Co., Ltd.

Garage Telephones: West 1202 and 1213

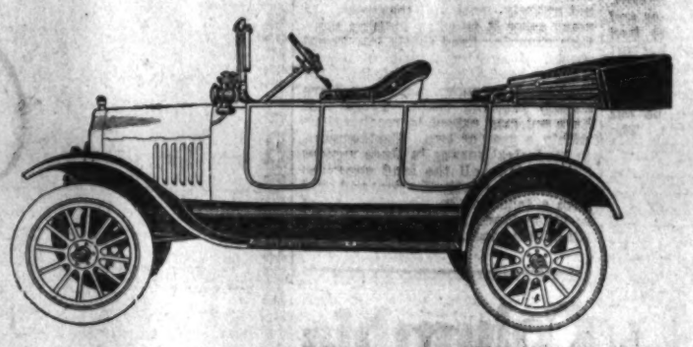
The Pony Trap

(Euphemism—"A Victoria")

.which carries its owner no more than 12-14 miles a day; the five-miles-an hour RICKSHA; the slow noisy TRAM-CAR will probably become as extinct as the Dodo in the not-distant future.

THE

FORD Touring Car



will THEN—AS NOW—be the Sane, Economical and Comfortable Means of Transport within the Reach of All.

TOTAL

what it costs you each year to ride in trap, tram or ricksha, add the discomfort, inconvenience, etc. which you suffer therefrom, and compare the result (allowing for comfort, pleasure and saving of time) with the cost of a

FORD TOURING CAR

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Call at our office and we will tell you more about this worderful car. Let us take you out for a ride in one, and try it for yourself.

FORD SERVICE for your FORD CAR

One of the distinct advantages of purchasing a FORD TOURING CAR, is that you will always have the advantage of a complete Ford Service Station right here in Shanghai for your use when you need it.

For example, should any part of your car be found defective in the period of one year after you purchase it, the well-known FORD GUARANTEE assures you of repairs absolutely without cost.

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Tractors Will Help Solve Rice Problem In Islands

Agriculturalist Tells How Much Available Land In Philippines Can Be Brought To Planting

By Kilmer E. Moe, Superintendent, Central Luzon Agricultural School

Investigations will prove that only a small part of the land suitable for rice and available for this purpose is now planted to this cereal. The various causes ascribed to these conditions are too numerous to take into account but a few are pertinent and will be taken up in this article.

In recent years large sections of the Central Luzon plain which have heretofore been uninhabited have been occupied under the homestead law. A study of the homesteader and his problems will throw a great deal of light on the problems of rice production. The real homesteader settles unoccupied land with an area of from 8 to 16 hectares, averaging perhaps 10. He has no capital and no resources except his two hands and a bolo. Through a hard life of toil and unspeakable privations he manages to accumulate enough to purchase a carabao and with this animal he enlarges his field and produces more palay. But the one animal cannot possibly cultivate more than two hectares of rice ground and perhaps another hectare of upland crops. To a great extent his homestead is still uncultivated. If he had means to buy carabaos and plows and if he had capital to feed his tenants until he could harvest his crop he would very quickly put the rest of his land under cultivation.

Must The Small Dwner Be Absorbe

At this point it may not be out of place to deviate a little. The homestender in seeking a way out very often obligates himself to private capital beyond his ability to repay. The practice is growing and a great many of the homesteaders are losing possession quite soon after they secure title. People who have the interest of this country at heart cannot help but view this tendency with some alarm. It will eventually mean the absorption of the small land holder into large holdings owned and controlled by owners who live elsewhere and have no interest in the welfare of the community. Such a condition is not conducive to the building up of strong agricultural communities because the tenant who works only for a pittance has no interest in improvements which would help his community in the line of progress.

The Backbone Of The Country

The lack of industry and thrift on the part of the small land owner has something to do with his inability to cope with his surroundings. No one, however, who is familar with the hardships which he has to undergo, can blame him much when he sacrifices the welfare of himself and his family for immediate relief. He takes the line of least resistance, mortgages his future and at the same time condemns his children to lives of toil and hardship.

It is realised that all of these people cannot be helped. Some of them do not want to be helped, but the great majority are of the hard working class who are struggling against odds and who represent the backbone of the country. No solution should be attempted except as it takes into consideration the good and the bad. The helping hand must be extended only to those who are willing to make the necessary sacrifices to help themselves.

Extending Credit To The Producer

The factor which will be of greatest consequence is that of extending credit to producers. That is, making advances on such terms that the farmer does not have to endanger his home by mortgaging it to outsiders on impossible conditions. He needs money for the purchase of carabaos and plows, for the maintenance of his tenants and for the installation of improvements such as irrigation, clearing, and construction of dikes in his field. Any system which extends to him this aid will be sure to accomplish results in the way of increased production. In this connection, it may be pointed out that it is very important to maintain adequate control and supervision of expenditures. As far as possible cash should be used only by a central committee who will purchase the animals and equipment and turn them over to the producer, he to repay all such advances with interest out of the proceeds of his crop. Arrangements can easily be made with importers of iron plows to furnish plows on the same basis. Carabaos and other work animals will necessarily have to be purchased from the outside and this should be done by the central committee.

Organisation Of Credit Facilities

To accomplish the purpose herein outlined will require facilities for extending credit. Carabaos, plows and advances call for money and this money must be made available in such quantities as to materially affect an increase in production. In this connection, it may be pointed out that the farmers themselves are not entirely without resources. In many cases it is often nothing more than changing fixed assets into liquid assets. A great many of the homesteaders have occupied their lands for five years or more and such have already received titles. Those that have not may expect to receive them within a year or two. Furthermore, the cadastral survey in these various towns brings all the land questions into court for adjudication and will have a tendency to expedite titles on other land besides homesteads. All of this means that the titles may be offered as collateral as soon as the owner is in possession.

The funds may also be guaranteed by the animals, implements and growing crops. It will be necessary to exercise a great deal of supervision until the fields are prepared and the crops are in the ground. But after this has taken place, it is largely a question of furnishing an adequate water supply.

More Modern Methods Needed

A study of the situation reveals the fact that the rice producer is not getting adequate returns for his labor. The antiquated methods which are the same as those used at the time of Christ do not yield harvests sufficient to maintain the rice producer and his family in anything like the standards which are being set up throughout the rice growing provinces. The whole trend of our efforts since American occupation has been to raise the standard of living. It may be said that the Filipinos today enjoy more nearly an Occidental standard of living than any other people in the Far East. To maintain this standard, it is absolutely essential that better methods of cultivation and of production be introduced. With this in mind, the writer has been testing out small tractors with very good results. The work of the tractor in plowing and cultivation proves to be better than that done by carabaos. The small type is destined to become a very important factor in the production of rice as well as other agricultural products.

When the proper organisation for carrying out the purpose of renting tractors to small farmers on a share basis has been created, the results in the way of increased production and of bringing untilled land under cultivation will at once be noticeable. Such an organisation calls for operating companies able to operate tractors under effective supervision. Government funds may be used to encourage the organisation of these companies but it is believed that once established the increased production of agricultural crops will not only sustain such an enterprise but will prove to be a very profitable investment.

CLUTCH ADJUSTMENT

Friction wear in the single-plate clutch may be remedied by throwing out the clutch, slacking the adjustment bolts; tap either of them clockwise in the slot on cover, perhaps a quarter or half an inch, thus shifting the ring which carries the levers and rollers to new seats on thicker sections of the thrust ring, thus compensating the wear.

"SPHINX"

BANDAR-LOG

Inspired by Mr. Rudyard Kipling's Jungle Books, with acknowledgments to that famous author.

"Nothing is hidden from the Bandar-log, my friends, nor can the least thing escape our notice. We leapt from the pines and clutched it. We tried our teeth on it and threw it upon the hard floor. But nought could we harm it for on it was written 'Sphinx.' Stronger is it than anything of the Jungle; more wonderful than ought to be found in the Cold Lairs."

The Sphinx Manufacturing Co.

BIRMINGHAM—ENGLAND.

SPHINX

An illustrated catalogue of Sphinx Plugs, suitable for all types of motors or motor engines, can be obtained on application to the offices of this Journal.

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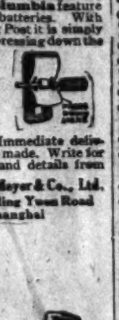
The Fahnestock Spring Clip Binding Post, shown in the illustration, is a **Columbia** feature that sells batteries. With this Binding Post it is simply a matter of pressing down the spring and inserting the wire—and the connection is made



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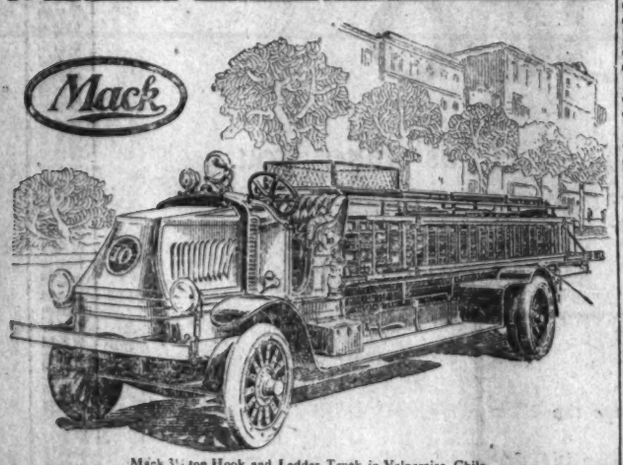

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We are pleased to announce that we are now able to offer to Shanghai residents a limited number of Milburn Light Electrics.

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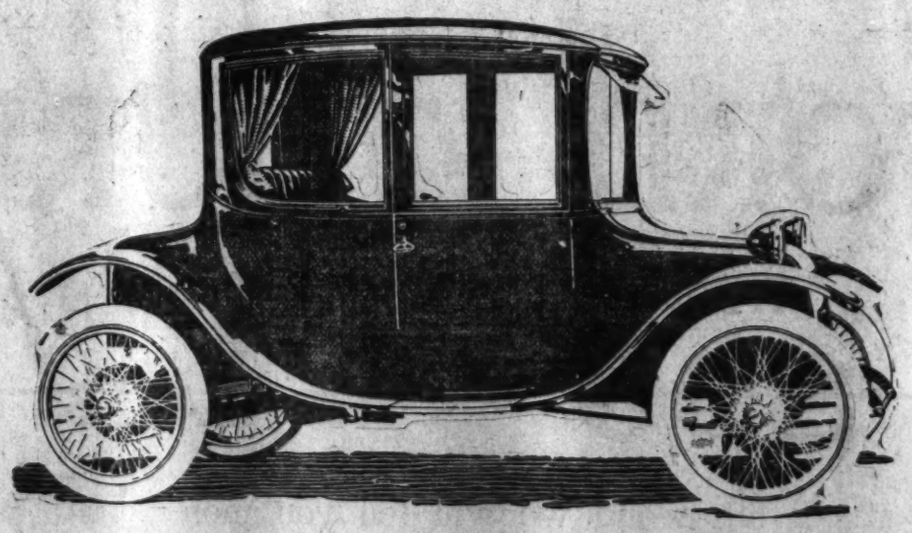
You are invited to visit our show-room at No. 7 Yuen-ming-yuen Road, and inspect the late arrivals.



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Send Motor Truck Caravan Across American Continent

War Department Starts Transport Corps Train From Washington To Show Need Of Good Roads

Washington, July 6.—Under the auspices of the War Department a motor truck transport train will leave Washington tomorrow, starting from Lafayette Square, in front of the White House, on a trip across the continent to San Francisco. It will be the largest aggregation of motor vehicles ever started on a trip of such length. It is designed, primarily, to demonstrate two important features to the American public. First, it will be a demonstration on behalf of the Government to show the need of an improved system of national highways, and, second, it will illustrate the efficiency of the army's transport system, which did so much in this country and abroad to win the war.

Two complete truck companies of war strength, consisting of a total of forty-two army trucks, including all of the standard makes used by the Government during the war, as well as a number of the "B" type designs, accompanied by five staff, observation and reconnoissance passenger cars, a complement of motor cycles, ambulances, tank trucks, mobile field kitchens, mobile repair shops and signal corps searchlight trucks, and a personnel of 209 army officers and men, will make the long journey.

No record will be attempted on the trip and every opportunity will be provided for road meetings in the main centers on the route, at which talks will be made by recruiting officers on the benefits of the Motor Transport Service and by officers of the Engineering Corps on highway improvement.

The daily runs will average 75 miles and it is expected that the truck train will arrive in San Francisco by September 1. It will be under the command of Colonel A. Owen Seaman of the General Staff from Washington to Salt Lake City, Utah, at which point General Charles B. Drake, chief of the Motor Transport Corps, will take command. General Drake thus describes the object of the trip:

"We hope in conducting this first transcontinental run of an army transport convoy to give an exhibition to the general public of the vast development of the motorised branch of the army and of the motor vehicle for military purposes, which development is conceded to be one of the principal factors contributing to the winning of the war. It is also hoped that the trip, in addition to providing experience and data required by the War Department, will serve the purpose of indicating the need for the immediate development of transcontinental highways and of through interstate connecting roads as military and economic assets. This trip over the Lincoln Highway is in a measure the War Department's contribution towards the good roads cause, a movement in which the army is vitally interested."

Vice President and Field Secretary H. C. Ostermann of the Lincoln Highway Association has been appointed as official pilot for the trip, and the association will co-operate in every way possible to provide the best road conditions.

Good road advocates regard the War Department's authorisation of the transcontinental convoy as one of the best recommendations which could be presented to Congress for the passage of the Townsend Highway bill. This bill, introduced by Senator Charles E. Townsend of Michigan, provides for the immediate establishment of a Federal highway commission of three experts to be appointed by the President and appropriates $425,000,000 for the construction of an adequate main system of Federal highways to be laid out by the commission and constructed by the Government and to constitute at least 2 percent of the existing highway mileage of the United States.

While the convoy will, in the main, follow the route of the Lincoln Highway, numerous detours will probably be made and in some instances stops of a full day are planned. The Governors of eleven States along the route have offered their co-operation. A request for good road holidays will also be made in many important localities.

The selection of the Lincoln Highway as the route to be followed establishes it as the first Atlantic to Pacific military highway and presages its ultimate selection as the backbone route of any Federal highway system.

At the point of embarkation in Washington a monument will be erected. It will bear on it in gold outlines a map of a proposed system of national highways. It is proposed that all road mileage of national highways shall begin from that point. A similar monument will be erected at the end of the journey in Lincoln Park, San Francisco.

The longest previous convoy trip undertaken by the army was from Chicago to New York. The great West has never been crossed by an army truck train.

Value Of Racing As A Teacher Less, Says New York Expert

Once Had High Place In Bettering Breed Of Automobiles, But Not So Now

"There was a time when automobile racing was one of the important events on the motoring calendar, because aside from its sporting features it had a serious purpose in helping to make automobiles better," says William C. Poertner, president of the Poertner Motor Car Company, New York distributor for National and Scripps-Booth cars.

"Racing no longer is looked upon as anything except a sporting proposition, and it is doubtful if a contest of any real instructive nature will be held during the present season. In the early days practically every important motor car manufacturer had a racing team. It is seven years since the National Motor Car and Vehicle Corporation, of Indianapolis, sponsored a racing team. However, the official record of the contest board of the American Automobile Association which was recently released shows that several marks established by National cars prior to the company's withdrawal from competition have yet to be beaten.

"The following American records are credited to the National: Speedway records, stock chassis, 301-450 cubic inches, for 5, 10, 15 and 100 miles. These records were established on the Indianapolis Speedway during the season of 1910. The National stock cars in the five and 100-mile events were driven by Tom Kincaid, and the ten and fifteen-mile records were made by Johnny Aitken, at a speed of better than seventy-five miles per hour. Straightaway records, stock chassis, 301-450 cubic inches, for five and ten miles. These records were established on the beach at Jacksonville, Fla., in March of 1911. The five-mile stock car record was made by Howdy Wilcox, and the 10-mile record by Charley Merz. The National is still the world's stock champion by virtue of its victory in the Elgin National stock car trophy race of 1911, and probably will hold that title for all time, since there is no indication that stock car racing ever will be revived."

Employes Aided By Motor Car Concern

General Motors Co. Inaugurates Plan Of Saving And Investments For Men

The General Motors Corporation has inaugurated a new savings and investment plan for the benefit of its employes.

By this plan, which has been inaugurated by W. C. Durant for the purpose of assisting and encouraging employes in saving and investing a portion of their earnings, any employe who has been in the service of the General Motors Corporation for more than three months may increase his yearly earnings 10 percent.

Deposits may be made in the savings fund in amounts of $5 or multiples thereof. For every dollar thus deposited by the employe, the corporation deposits a like amount in what is known as the investment fund. For the total amount deposited, both by the employe and the corporation for the employe, the employe receives interest at the rate of 6 percent. The amount deposited by the corporation to the credit of the employe is made over to the employe in five annual payments. Thus the employe, at the end of five years, is given an amount equal to that which he saved, and he has received 6 percent as a reward for saving a portion of his income.

The Chevrolet Pacific Coast factory has issued a circular letter to all employes throughout the Western territory, in which it says:

"Taking advantage of the corporation's offer is money in your pocket, as it is offered to you with one object in mind only. That is, to encourage your savings. The offering of this plan is entirely a gift from the corporation, and will no doubt cost it thousands of dollars. It is, therefore, to your interests to participate in this plan to its full extent, namely, 10 percent of your earnings, not to exceed $300 per year.

There is another feature. The corporation does not receive again any of the money deposited in this fund, but the employes do. For instance: If an employe deposits $100 and the corporation pays in a like amount, at the end of the first year the employe will receive $20 of the $100 deposited by the corporation. If he then leaves the company he takes only his $100 and the $20 credited to him by the corporation, with the accrued interest. This leaves $80 which remains in the fund. This is pro-rated to the employes remaining with the corporation at the end of each of the succeeding four years.

RACING TERRIFIC TEST ON AUTOMOBILE TIRES

Goodyear Cords, Favorites With Drivers, Again Prove Worth At Sheepshead Bay

The automobile races at Sheepshead Bay, N. Y., June 14, the first held on that track since the termination of the war, showed unmistakably that racing is just as popular now, after a lapse of several years, as it has ever been, for a capacity crowd of 50,000 people packed the big grand stands and swarmed out over the oval infield.

Instead of the usual 100 mile race, the afternoon's program was divided into four events, including two 10 miles, a 30 mile and a 50 mile race—an arrangement which furnished greater variety of entertainment for the vast crowd and greater equality of opportunity for the drivers.

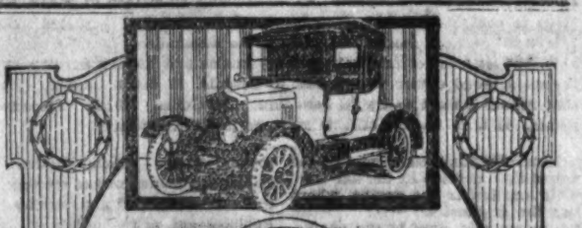
The big 50 mile International Sweepstakes, the main event, was captured handily by Ralph de Palma in a Packard car in 26 minutes, 23 1-5 seconds, clipping 34 seconds from the former record established by Louis Chevrolet in 1917 on the same track. His average speed for the distance was 113.7 miles per hour.

De Palma, who was easily the favorite of the crowd, was tendered a great ovation when the announcement was made that his time for the 50 miles constituted a new world's record.

The setting up of this new mark was a victory for Goodyear cord tires as well, for De Palma completed the entire race on Goodyears in a wonderful non-stop run.

Dave Lewis in a Meteor, Joe Boyer piloting a Frontenac, Joe Thomas at the wheel of a Mercer and Denny Hickey in a Stickel, finished in the order named, all making non-stop runs on Goodyear cord tires.

The fury of the race is indicated in the condition of the track at the conclusion of the event, the course presenting the appearance of having been sprinkled with kindling wood, as bits of wood were lying about everywhere, torn from the weathering board track by the fleeting tires of the big racing cars. And the wonder of the crowd was that tires could be built that would withstand this terrible punishment.



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The TRIUMPH MOTOR CYCLE has more than justified its name. Foremost among the machines used by the Allied Armies in their great achievements stood the TRIUMPH. The JUNIOR TRIUMPH embodies the knowledge gained during the last four years. It is a flexible, easily handled machine, capable of 35 m.p.h., a great climber and most comfortable to ride.

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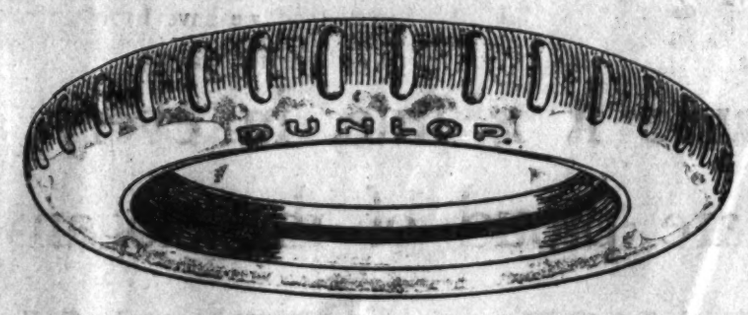

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Now the war's over, a steadily growing demand for higher efficiency is evident.

Get this viewpoint and equip your car with Dunlop Tyres, because they represent the highest efficiency in tyre construction yet attained.

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Tightening Up And Oiling Will Stop Annoying Rattles

When we say that we have a "silent running" motor car, we mean to speak merely comparatively, says Barney Oldfield, race driver and motor expert. There is no such thing as silence in a car, but there is controlled noise. The bump of a perfectly adjusted and lubricated piece of mechanism such as an automobile, is not disagreeable, but let a lot of unusual thumps, rattles and knocks develop and the once proud owner is reduced to despair. I don't wonder. For that reason I want to try to help him minimise those excessive noises, so that he can still take some pride in his car.

Naturally the greater part of the noises that develop in the car have their location in the engine, where lies the greatest activity. Of all the noises that grow in the engine, valve clicks and slaps are the most common. The distinguishing mark of valve noises is their regularity of recurrence. They may be caused by too great a clearance between tappet and stem or between lifter and stem in the overhead type of mechanism. Adjustment of the offending part or parts will cure this particular trouble and the owner should be careful to make his adjustments while the engine is hot, because expansion of the metal may completely spoil an adjustment made on a cold engine. If the clearance is made just perceptible when the tappet is moved up and down and while the parts are still hot from running, the clearance will be right.

Sometimes the lifter, through being worn, is at fault instead of the tappet. If this is the case the owner should remove the lifter mechanism and put in a new one. It is, however, occasionally possible to spring the guide a little, so that it will grip the lifter a little tighter.

When the cam follower is worn, it produces a clicking and a new follower must be fitted. Worn valve stems or stem guides also produce a noise and in this case the stems must be removed one by one and tested in turn. If there is perceptible play when the stem is moved sideways with the fingers, there will have to be a bushing installed in the guide or a valve with oversize stems will have to be obtained. Sometimes the valve head will warp and this causes a slapping. In this case the only cure is a new valve. Whenever the valve system is under inspection, the valve heads should be carefully examined for warping.

Bearings Often Cause Knocks

The overhead valve system is a little noisier than the ordinary installation because it has more joints. The owner with an overhead valve system needs to give careful attention to lubrication and adjustment. One of the common troubles with this type of valve system is side-play in the rocker arms, which induces a slapping. Sometimes a bearing in the arm wears and a noise results. Replacement is the quickest way out of this. When the shaft on which the arm moves develops wear, an oversize bushing in the rocker arm will cure the resulting noise.

But the valve system is not the only potential noise maker in the engine. The bearings develop wear that induces knocks, increasing in volume as the wear grows. Taking up the bearings is the only cure for this.

Wear in the piston of cylinders produces a knock that is very annoying. The reason is obvious. The piston has room to develop a side slap, which inevitably produces a disagreeable noise. The only remedy for this trouble is having the cylinders rebored and fitted with oversize pistons. Incidentally, let me warn the car owner that when this is necessary, even if only one cylinder is affected, he should have all of them rebored and fitted with new pistons of the same size.

Noise often develops in the timing gear or chain, but as a general thing this is not very loud. Silent chains almost always have an adjustment to take up slack and the helical gears are usually pretty quiet.

Other Causes Of Noise

One of the commonest noises in the engine is the knock caused by pre-ignition. This may be caused simply by a spark lever too far advanced, carbon deposits, faulty mixture or incorrect timing. The only way to deal with the trouble is to eliminate the causes one by one and when the correct one is found, apply the obvious remedy.

The engine is not the only location in which we may expect to find noises. The clutch, for instance, sometimes develops a tendency to buck and rattle against the floor-boards. Wear in the thrust bearing will cause this trouble and unless the owner has been very careful in regard to lubrication this is the probable cause.

The gearset is very often noisy, the gears grinding when coming into engagement. Misalignment of the unit is at the bottom of this trouble and only by having this corrected can the noise be stopped. Also this trouble means broken gears and still more serious damage if the fundamental cause is not removed.

The propeller shaft and universal joints do not give much trouble from noise, but the rear axle is a frequent offender. When the driving pinion and ring or differential gear are out of alignment, there is a loud humming in this part, which is the reverse of cheerful. When noise develops in the rear axle, my advice to the ordinary owner is to get his car to the service station without delay. Adjustment of the rear axle mechanism is something for skilled hands.

There are many minor rattles and squeaks about the car which are very annoying and should be taken care of in time or they will grow into something more. Fenders, wheels, rods and linkage under the chassis are all likely to join in this chorus. The only remedy is a frequent and general tightening up all along the line. If the owner will go over the vehicle once a week, tightening up anything that seems to have become loose and will give his car the best there is in lubrication, he will find these annoying noises pretty well eliminated.

AIRCRAFT FINDS ITS WAY ONTO MOTOR CAR ROW

Canadian Planes Placed On Sale In Chicago By Motor Company

Chicago, June 5.—That Chicago is scheduled to become the largest air harbor in the country, and perhaps in the world, is evidenced by the announcement of a big airplane deal that has just been made public.

In purchasing 100 Canadian training planes, James Levy, veteran automobile dealer and president of the James Levy Motors Company, not only becomes the first dealer in airplanes on a large scale in this community, but has the added distinction of consummating the largest deal of its kind.

Several months ago the United Aircraft Engineering Corporation was formed in New York with only one object and that was to develop every angle of the airplane industry. The officers believed that by unselfishly developing commercial aviation they could not help but reap a reward equivalent to their service and judgment and as a preliminary step in this direction purchased outright from the imperial munitions board the entire flying equipment of the royal air force in Canada, which included several hundred training planes.

Not New To Levy

It was when this purchase was first announced that Mr. Levy became interested. Seven years ago he flew in Chicago and since that time has closely followed the development of the industry, believing he would live to see the day when aircraft would be used not only for the transportation of mail but for express and light freight as well.

"The era of commercial aviation is not near at hand," said Mr. Levy, "it is already here. Before purchasing these planes we investigated our possible market carefully so as not to let our enthusiasm dictate to our best judgment. Our investigations revealed several significant facts. In the first place we found hundreds of army and navy pilots seeking some sort of work that would keep them in touch with the development of aviation and at the same time permit them to put to use the training in and knowledge of aeronautics they had secured at the expense of the government.

Looking To Future

"We found conservative business men, who, before the war, considered the airplane nothing but a fantastic dream of the inventor, were now making arrangements to enter the commercial aviation field as they believed thoroughly in its future. We also found individuals who desired planes for their own use. Some of these were pilots and others were motor car owners who wanted to learn to fly, but they did not feel they could afford to spend several thousand dollars for a ship—as airplanes are now coming to be called—but who would immediately purchase machines if they could be purchased at about the price of a good automobile.

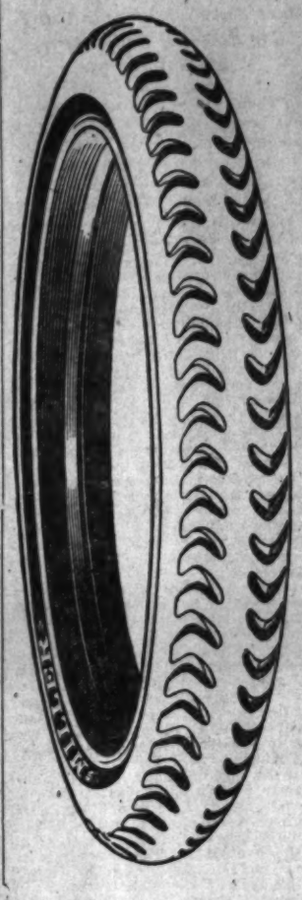
"Selling as they do for $2,500 means we will dispose of a large number of these Canadian planes immediately and in so doing will not only permit many pilots to become owners of machines identically the same as the ones on which they received their preliminary training while in the army, but we will be assisting in the developing of the industry as a whole so that it will not be long before the average business man of Chicago will think no more of stepping an air-going hack in Grant Park for a trip to Detroit than he now thinks of taking the railroad train to Kenosha, Wisconsin."

LOOK TO THE WIRES

Many times a troublesome skip in a cylinder is due to an unsuspected leak in a high tension wire. When hunting for such trouble go over the wires carefully, raising them slightly from any place where there might be a leak. When found, the place must be covered with electric tape, unless a new wire is installed.

How Miller Cords Outran 21 Prominent Makes

A Heroic Tire Contest on 17 Packard 'Buses, Going 78,000 Miles a Month



NO more convincing proof of a tire's supremacy has ever been submitted to the court of public opinion. It comes from the private tests of the Eldorado Stage Company, Los Angeles, Cal. They're one of the largest users of tires in the world. To them it meant a huge sum of money to establish which tire carries a heavy load lightly, and runs the farthest.

Twenty-two leading makes of tires were tested on the Eldorado's seventeen 12-Passenger Packards. They travel an average of 153 miles daily—a combined distance of 936,000 miles a year. That's more than 37 times around the world.

Proof of Uniform Mileage

This is the "Service de Luxe" for which the Miller Tires competed and won. Their victory was based—not on exceptional mileage of a single casing—but on long distance uniformity, tire after tire.

Once the burro was the only transportation where today this grand fleet carries thousands of passengers between Los Angeles, Bakersfield and Taft. Here Nature has painted with lavish hand a wide panorama of peaks, canyons, rivers, verdant hills and valleys.

Parlor Car Comfort

Next time you visit California don't miss this enchanting trip—made in parlor car comfort in an Eldorado stage running on buoyant Miller Cord Tires.

All Millers are uniform because their workmanship is uniform. The Eldorado tests have reaffirmed it.

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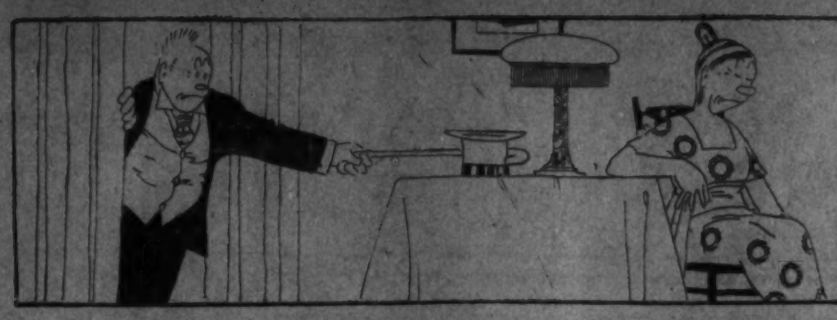
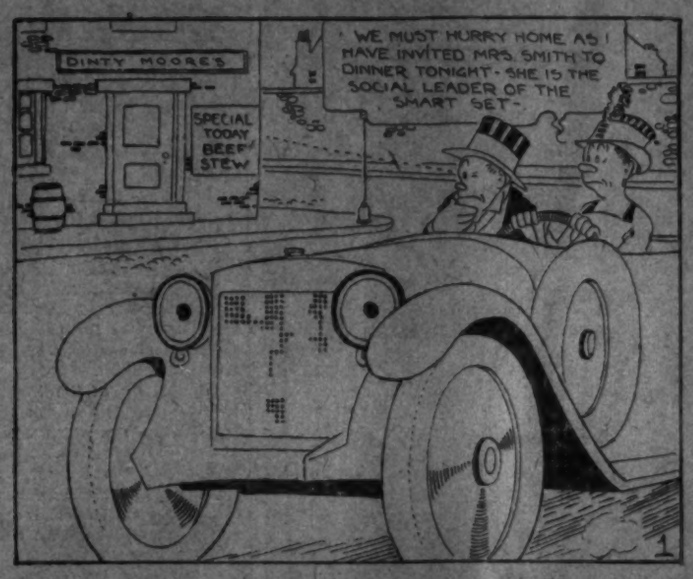


Sporting and Comic Picture Section

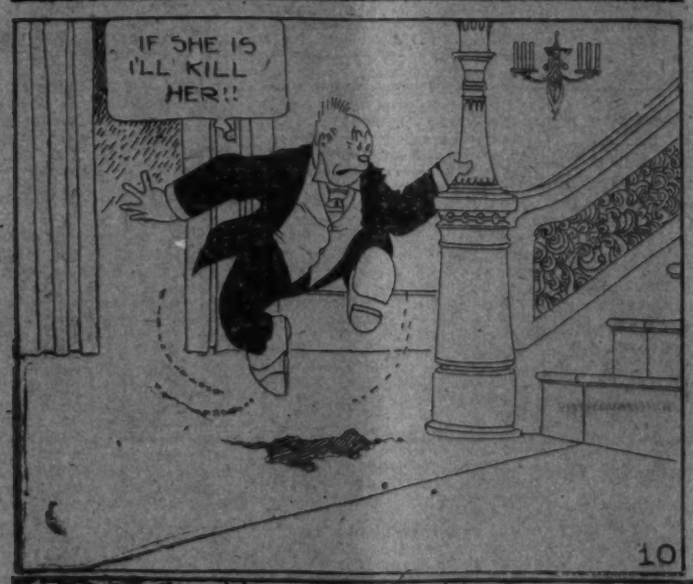
Sunday, August 24th, 1919

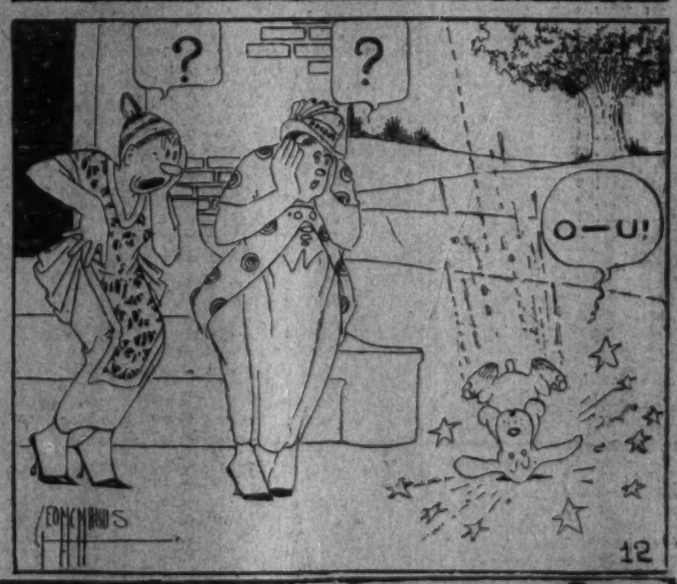
Bringing Up Father


DINTY MOORE'S
SPECIAL TODAY BEEF STEW
WE MUST HURRY HOME AS I HAVE INVITED MRS. SMITH TO DINNER TONIGHT - SHE IS THE SOCIAL LEADER OF THE SMART SET -
1

WE'LL HAVE CAVIAR - OLIVES - ARTICHOKES AND SQUAB - SOME CELERY - A NICE MIXED SALAD -
I'LL MAKE A FINE DRESSING AND I THINK PINEAPPLE ICE CREAM IS THE BEST -
O-W!
2

OH! MR JIGGS - I'M GLAD TO MEET YOU - I'VE HEARD SO MUCH ABOUT YOU -
HE WAS VERY ANXIOUS TO MEET YOU -
OH! YES - I WUZ TALKIN' ABOUT IT ALL DAY -
SNIFF! SNIFF!
7





SPORTING NEWS SECTION
THE CHINA PRESS

SHANGHAI, SUNDAY, AUGUST 24, 1919

NAVY TEAM HELD TO ONE LONE HIT

Clair Has Wilmington Batters Baffled; Shanghai Wins 3-0

COOLIES ENTERTAIN FANS

Batboys Administer Trimming To "Kids" In Four Rampant Innings

The first game in the series for the championship of the Settlement between Shanghai and the Japanese nine will be played at the Race Course this afternoon. The game is scheduled for three o'clock. Scott and Bradley will be the Shanghai battery with Imayi and Kojima working for the Japanese.

The somewhat scanty crowd of fans who turned out yesterday afternoon got the benefit of the double-bill program originally scheduled for tomorrow. They saw the coolies cavort through a four-inning comedy in which the Shanghai "Kids" went down to emphatic defeat and thereafter saw Shanghai blank the Wilmington nine 3 to 0 with Clair holding the sailors to a single hit.

The Shanghai-Wilmington party started out with all the earmarks of a pitcher's argument, though the civilians touched Gill, who worked for the cruiser yesterday, for two fruitless safeties in the second. Clair showed plenty of smoke and had the navy sluggers swinging energetically throughout, eleven men fanning. Gill, too, pitched well, allowing six hits—one for two bases—and striking out 8.

Wilhoit scored Shanghai's first run without the aid of a hit in the fourth, drawing a base on balls, skating to second on Glauque's out and romping home on Lawler's wild throw.

In the sixth the landsmen tallied once more. Crow hit to right after Cooper had fanned, advanced on Wilhoit's reversed strike-out and crossed the plate on the strength of Glauque's single to right, his second hit of the game. Scott tallied the final run in the next inning, hitting safely to left and trotting in from second on Smith's extra base clout to right after Clair's out had put the runner on the middle bag.

The navy's best chance to stave off a washout came in the seventh when Gill drew a pass. He stole second and went on to the far corner on Edsel's out, after Clift had fanned. Clements fell prey to three of Clair's fast ones though and the chance flickered.

Some bright bits of fielding were seen, including a double play by Clift and Clinton in the fifth inning and a long running catch which Hoffman made of Gill's high pop-up almost to the first base line in the second.

The score:

Shanghai

	AB	R	H	TB	PO	A	E
Cooper, 2b	4	0	0	0	3	3	0
Crow, 3b	4	1	1	1	0	0	0
Wilhoit, 1b	3	1	0	0	6	0	1
Glauque, c	4	0	2	2	10	1	0
Hopkins, rf	3	0	0	0	0	0	0
Scott, lf	3	1	2	2	1	0	0
Clair, p	3	0	0	0	1	4	1
Smith, cf	2	0	1	2	2	0	0
Hoffman, ss	3	0	0	0	4	1	0
Totals	29	3	6	7	27	9	2

U.S.S. Wilmington

	AB	R	H	TB	PO	A	E
Keaton, 3b	4	0	0	0	2	2	0
Luna, cf	4	0	0	0	0	0	0
Lawlor, c	4	0	0	0	9	1	2
Gill, p	3	0	1	1	2	3	0
Clift, 1b	4	0	1	1	8	1	0
Edsell, ss	3	0	0	0	0	0	0
Clements, rf	3	0	0	0	0	0	0
Clinton, 2b	3	0	0	0	1	2	0
Brecker, lf	2	0	0	0	2	0	0
Totals	30	0	2	2	24	9	2

By innings	1	2	3	4	5	6	7	8	9	R	H	E
Shanghai	0	0	0	1	0	0	1	1	X	3	6	2
Wilm'ton	0	0	0	0	0	0	0	0	0	0	2	2

Earned runs—Shanghai, 2. Left on bases—Shanghai, 4; U. S. S. Wilmington, 5. Two base hit—Smith. Stolen bases—Scott, Luna, Gill. Struck out—by Clair, 11; by Gill, 8. First base on balls—off Clair, 1; off Gill, 2. Double play—Clift to Clinton. Hit by pitcher—Brecker. First base on errors—Shanghai, 1; U. S. S. Wilmington, 1. Time of game—one hour and 42 minutes. Umpires—Bush and Stoutoy.

Curtain-Raiser Is Enjoyed

The curtain-raiser between the kids and coolies provided an hour of entertainment which should have been honored with a bigger audience. The veterans of the bathag and waterpitcher most everlastingly trimmed the school boys, as the score bears testimony, but the topheaviness of the final

(Continued on Page 8)

Smiles from the Mixed Court

In these troublous times when the whole world is clamoring for the paregoric bottle who shall uplift his palms in sanctimonious dismay if even the placid isolation of the cloister is riven by an attack of moral stomach-ache?

Such a rift has lately come into the customary even tenor of life at the Bubbling Well Temple, a place of note in many places about the globe, due to the fervid zeal of tourist guide composers. The said rift is directly traceable to Sung Jien.

Up till recently Sung Jien held down a steady job as priest in the institution in question. He was not a graduate joss artist and was still taking courses under the eminent tutelage of one Van Lung when the trouble started. The first indications that things were not going as they should was the sudden disappearance of a quantity of the temple furnishings and the spare costumes of a number of the fraternity. Among subsequent discrepancies in wardrobe that were noted were several items belonging to Van Lung and also the sum of 30,000 cash, which allowing for fluctuations of exchange is in the neighborhood of twenty-five dollars, at times.

Van Lung is obviously of the practical order of theologians. Instead of attributing the fading away of his effects to manifestations of the supernatural disapproval he made a pilgrimage to the nearest police station. So clear was his vision that shortly thereafter Sung Jien was under arrest and $4 worth of property had been located in a pawn shop. When questioned Sung mentioned the name of Sing Zien, a fellow priest, who was later identified by the pawnbroker.

When Sung and Sing were brought into the Mixed Court the former assumed a reproachful attitude toward his instructor. He had found being a priest a hard, precarious sort of an existence, he intimated. As a matter of strict fact he had been practically starved to death and had only taken Van's effects in order to get food. The funds that were left over he had used in connection with a lottery, as his tutor well knew, for the latter had some of the lottery money and had refused to share up with it.

All things taken into account the court decided Sung had proved his qualifications for a cell, but not having control of any built according to monastic specifications it ordered one of another sort swept out and turned over to his uses for the next six months.

As for Sing, when queried he said he was open to search. All he knew was that Sung had one day stripped off a couple of layers of garments and asked him to pawn them. He had supposed, of course, that the things belonged to their late wearer. Such a deduction seemed natural to the court too, so Sing was sent home.

The Naivete Of Woo

Hearing a familiar outburst of excited yells the C.P.C. on point duty on the Foochow Road calmly cast his eyes about for the party most obviously disinterested in the clamor and most evidently under stress of keeping an appointment in some far away quarter of the Settlement, his gaze and the grip of his brawny right hand coming finally to rest upon Woo Ah-nyi. Woo's pockets yielded a bloated wallet, whereupon Tsang Pung-dau, author of the outcry, again became noisy and almost wept on the policeman's neck.

Woo faced the court next morning with blithe assurance. It was quite possible that the purse found on him belonged to the complainant, he admitted, but as for himself he was blameless. He was the merest of strangers in Shanghai, having only just journeyed thither in company with a man whose name had slipped his memory. It was this ambiguous individual who had swiped the pocketbook and had handed it to the witness. Probably out of sheer absentmindedness he had slipped it into his pouch.

The Assessor naively inquired if Woo had ever found himself resting under the suspicion of that court before, meanwhile carelessly shuffling a couple of sheets of paper upon the bench.

No, said Woo effusively, this was his first visit.

The court once more shuffled the two sheets of paper telling of Woo's two previous convictions under strangely similar charges and then wrote a few words on the charge sheet which made the prisoner a non-paying guest of the Settlement for six months and a stranger to these parts thereafter.

INDOOR SPORTS By Tad

YEAH - HE'T A WISENHEIMER THAT MANAGER - HE KEEPS ME WARMING UP A BENCH WHEN I OUGHTA BE OUT THERE BURNIN' UP THEM RUNNIN' PATHS — WELL — IT ALL BREAKS EVEN EVERY 500 YEARS
AW-HOW GONNA WIN GAMES WITH THAT MANAGER — HE'T AS NECESSARY AS A TRAFFIC COP IN VENICE — SAY HE DONT KNOW THAT SINBAD WAS A SAILOR - I'LL TELL THE WORLD HEEZA SAP
I TOLD YA — I TOLD YA — HE'T MANAGER — BECAUSE HE'T GOT SOMETHING ON THE OWNER — I'M ON — I'M ON
SAY IF HE'S A SMART MANAGER I'M A PEARL DIVER
IF HE WON A PENNANT IN THE THREE EYE LEAGUE - IT MUSTA BEEN FRAMED
INDOOR SPORTS
GIVING THE MANAGER A RIDE IN THE CLUB HOUSE AFTER YOU HAVE BEEN TRIMMED 18 - TO 2.

At The Theaters

"Father and the Boys" will be shown for the last time at the Apollo theater at the matinee this afternoon and the main offering of the program tonight will be "Salvation Joan" in which Edna May is star. Opening tomorrow the Apollo will offer "Her Life and His," a Pathe drama in five parts and Lonesome Luke will be seen in a new comedy, "Look Out Below."

Frank Keenan, who is one of the leading character actors of the screen, returns to Shanghai this week in the Apollo week-end bill which opens next Thursday. We will appear in "Todd of The Times," a story of American newspaper life.

"The Victoria Cross" an impressive screen story in five parts produced under Paramount auspices is the principal offering on the bill today at the Olympic theater. Lou-Tellegen appears as star in the picture.

Myrtle Stedman and House Peters are co-stars in the screen drama, "As Men Love," which opens today at the Victoria theater. It is a story of modern society life with a strong element of human interest. Mabel Normand appears in "Mickey" as feature offering of tonight's bill at St. George's Garden on Bubbling Well Road. The bill also includes Pathe's Gazette and other new films.

Clay Pigeon Club

Ladies' Day Today

Today is Ladies' Day at the Shanghai Clay Pigeon Club's Hungjao Road ground and members are requested to invite their feminine friends to watch the shooting and have tea, which will be provided by the Club.

The program for the afternoon includes a "copse" shoot, the mound being camouflaged with live bamboos and shrubbery and five traps being elevated to throw up behind the copse. These prizes, including the "Silex" cup, have been presented for competition and will be won by ladies drawing the three high guns. The competition will be 25 birds, shooting to start at 5 p.m. sharp.

-:- Lawn Bowls -:-

The final of the Rink Championship of Shanghai was played off yesterday afternoon on the Shanghai Recreation Club's rinks before a large gathering of spectators of both sexes, the game starting after the British Consul-General, Mr. Jamieson, had unveiled the memorial tablet in the Club's pavilion.

The Shanghai Lawn Bowls Club rink representatives, Messrs. C. M. Bain (skip), J. Buckley, W. B. Pitt, and J. Munro were up against the Junior Golf Club's crew, composed of Messrs. J. Burnside (skip), A. Mackintosh, G. H. Hall and W. R. Kinipple.

After the eighth end had been contested it was seen that Burnside had very little assistance and that all Bain had to do with his crew was to play them easy, which he did and won comfortably by a margin of 19 points.

The following is the score by ends:

	C. M. Bain	J. Burnside
1	–	1
2	1	–
3	–	2
4	–	2
5	1	–
6	–	1
7	2	–
8	3	–
9	2	–
10	4	–
11	1	–
12	–	1
13	1	–
14	1	–
15	3	–
16	1	–
17	1	–
18	–	1
19	2	–
20	4	–
21	–	1
	23	9

At the conclusion of the match, Mr. G. L. Campbell of the S. L. B. C. in a few appropriate words spoke of the very interesting ceremony which had taken place that afternoon when the tablet was unveiled.

In token of the very great interest both Mr. and Mrs. J. E. Lucas had taken in this memorial it had been suggested to him and fallen to his happy lot to present Mrs. Lucas with the Union Jack which had been used for the occasion. Mr. Campbell on presenting the flag to Mrs. Lucas called for three hearty cheers for the recipient, which were readily given by all present.

Match At S. L. B. C. Today

At the Shanghai Lawn Bowls Club this afternoon teams led by Messrs. Macdougall and Crewe-Read will engage. Play will commence at 5 o'clock and the draw is as follows:

Macdougall's	Crewe-Read's
J. C. Macdougall (Skip)	O. Crewe-Read (Skip)
J. Valentine	J. D. Gaines
W. B. Pitt	F. A. Sampson
J. Munro	W. N. C. Allen
A. Taylor (Skip)	J. T. Disselduff (Skip)
P. M. Scott	Merrie
E. Payne	W. D. McCallum
A. Samson	F. L. Marshall
A. D. Bell (Skip)	J. Park (Skip)
J. Buckley	J. Dewar
H. G. Manwaring	R. J. H. Cole
A. W. McCallum	J. Scotson
R. Simmons (Skip)	J. J. Sheridan (Skip)
R. J. Bowerman	H. H. Fowler
G. C. Emmett	G. McSweeny
K. O. Ogden	J. L. Large
C. W. Marshall (Skip)	A. J. Stokes (Skip)
W. J. Turnbull	F. J. Norbury
R. W. Wingrove	J. Chilvers
S. M. S. Gubbay	C. P. Dawson

J. G. C. v. Yangtszepoo

The Junior Golf Club and Yangtszepoo Lawn Bowls Club will meet today at Hongkew Park in an inter-club match. Play begins at 5 p.m. and the teams selected are as follows:

Yangtszepoo—J. Shaw (skip), F. Perrier, C. Richards, G. Alexander; G. Johnston (skip), W. Bissett, G. E. Marshall, G. Bloom; A. S. Allan (skip), A. Malcolm, H. Roebuck, A. Taylor; R. Dorrance (skip), B. Anderson, J. Macpherson, F. Lloyd; W. S. Campbell (skip), R. Aitkenhead, D. Mackenzie, A. Macgregor, Reserves—D. Smith, R. Youles, W. D. Preston.

Junior Golf Club—J. Burnside (skip), A. Braid, J. Marshgreen, W. R. Kinipple; T. Spring (skip), F. B. Walker, G. Sherman, M. B. Andersan; G. B. Stormes (skip), F. George, G. Hall, A. E. Hayward; D. McAlister (skip), P. Ephgrave, P. F. McMahon, H. Macfarland.

Rowing Notes

The Shanghai Rowing Club's Autumn regatta will be held earlier than usual this year—probably on the 18th and 19th of October—and for this reason all those intending to take part should begin training early next month when the regular training season starts. Six weeks is none too long to get fit and to get crews going well together.

The races will give everyone an opportunity to go in for something and now that more men are arriving from home it is hoped that the old keenness, which has been somewhat lacking during the war, will revive again.

The races on the Autumn program will include the following:

Sculling championship.
S. V. C. fours.
Hong fours.
Griffin fours.
Griffin pairs.
Junior pairs.
Invitation races.

Crews are advised to get together as soon as possible and arrangements will be made next month, as far as practicable, for coaching.

Swimming Notes

The midweek series of miniature swimming galas will be suspended this week owing to the preparations in progress for the annual swimming gala and aquatic sports of the Rowing Club scheduled to take place on the nights of August 29 and 30, beginning each evening at 9:15 p.m.

A spacious seating structure is in course of erection in the tank building, and every arrangement is being made with a view to insure the comfort of the large crowd of spectators expected. Electric ceiling fans will be installed at frequent intervals suspended from the beams overhead. With such a long, varied and interesting program as published in last Sunday's CHINA PRESS, it is safe to predict that this year's function will eclipse all previous galas held under the auspices of the Club.

During the past week, as already reported, the preliminary heats of the one-length and two-lengths handicaps were swum off, and entries for all events being now closed, the printed programs will be available in the course of a few days. In the one-length final the swimmers are Fetherstonhaugh, Brodie, Donald and Goldman, the last named being the fastest second in the heats.

His many friends in the aquatic world were pleased to welcome back Mr. J. Shafto Agassiz last week from Vladivostok, where he has been looking into the frenzied exchange situation resultant on the vanishing of the rouble value. He is in as good form as ever for water polo and showed no fall-back during the game last Wednesday. He should be a factor in the competition for the throwing the polo ball championship, and give W. M. S. Brand a good run for his money.

Fetherstonhaugh is still going strong and training down to fine condition in preparation for the spring events. He and Brodie will certainly have busy evenings of it on Friday and Saturday, for in addition to the blue ribbon events for which they will be the principal contestants, they have qualified for nearly all the handicap races. On Wednesday evening last Fetherstonhaugh clocked 16 seconds for the 100 feet and 34 seconds for the 200 feet; so it looks as if he would have a comfortable margin within which to complete the 100 yards and yet get inside the minute.

Intending spectators are advised to secure their tickets in good time, as the accommodation is necessarily limited in the tank building. Tickets may be had from members of the committee or direct from Mr. T. R. Macdonald, c/o Ewo.

A capable orchestra will dispense a pleasing selection of music on both evenings, and provision is being made for refreshments of a light nature in the club house.

Entries for the championship events at the Shanghai Rowing Club gala are:

Diving—Brodie (S.R.C.), Brown (S.R.C.), Goldman (S.R.C.), Gutierrez (S.I.S.C.), Pereira (S.I.S.C.).

880-Yards—Brown (S.R.C.), Ozorio (S.I.S.C.).

Long Plunge—C. V. Jensen (S.I.S.C.), McGregor (S.I.S.C.), Brand (S.R.C.), Fetherstonhaugh (S.R.C.).

DEFENSE FORCES WIN FROM RECS

Thomson Sets High Mark Of Match In Well Played Innings

CLUB IN EASY VICTORY

Defeats Parsees By 64 Runs; Customs Beat Navy Team

The Shanghai Recreation Club entertained the Defense Forces of Shanghai to a cricket match yesterday afternoon.

Capt. Monk of the Forces lost the toss and had to put up with fielding in a sun which was of the hottest this season. Ellis and Willis for the homesters faced Hansell and Tommie Pearson and it was not until 39 had appeared on the score sheet that the partnership was broken up. Ellis being bowled by Clifford's first ball after he had relieved Pearson at the north end (39-1-16). Clifford's second ball caught Gussie White 1. b. w., leaving the score board unchanged. Bhoora and Willis then became partners and carried the score to 55 before Willis was bowled by Grimshaw who had relieved Hansell. Willis played good sound innings, giving one chance to point who seemed to be caught napping (55-3-28).

Harry Ollerdessen joined Bhoora but the latter did not stay long, succumbing to a well held catch by Monk who, by the way, is leaving for England on furlough so soon that yesterday's match which he captained to victory will be his last for a time here. Local cricketing enthusiasts will miss him for he takes as much interest in the game as any one else in the port, there being few who follow big and small matches as closely as he does.

Andrew Clark stayed with Ollerdessen only long enough to make three, when he had to resign his place to Capt. Cooper of the homesters through the medium of Grimshaw. Ollerdessen and Cooper had outlived about 6 overs during which Harry lifted one of Clifford's deliveries over the screen and the carriage shelter outside the gate into the Police Ground. He should have been credited with 12 for so fine a drive but only got 6 chalked up.

When 4 p.m. arrived play was discontinued in order that the players might attend the unveiling by the British Consul-General, Mr. G. M. Jamieson, of the memorial tablet erected in the pavilion to those who had gone to uphold the honor and freedom of the world against those who strove to put Might over Right. Mr. J. E. Lucas, President of the Shanghai Recreation Club in introducing Mr. Jamieson spoke as follows:

"Ladies and gentlemen, we are assembled here this afternoon to honor the names of members of this Club who fell in the great war. These men were well known to most of you, they were good clean sportsmen and when the drums of war sounded they needed no second bidding but promptly volunteered for duty. I cannot tell you off-hand how many members of this Club volunteered but it was a goodly proportion and compares very favorably with any other club or institution in this city. Some of them were born and educated in China and their first acquaintanceship with European soil was on the training field for battle; all honor to them for their sterling loyalty. I would like to take this opportunity of welcoming back the members of this Club who served and safely returned; to them as well as to those who fell we owe a deep debt of gratitude. I will now call upon our Consul-General to unveil the memorial tablet and read the inscription thereon."

Mr. Jamieson in reply referred to those whose names were on the tablet he was going to unveil in words of the highest esteem. Not only had they laid down their lives so that we in Shanghai could carry on but they had in so doing made sacred the ground on which they had fallen and in which they now repose, taking their last long sleep. They left Shanghai little knowing what they were going to other than that they are fighting for King and country and the freedom of the world and the tablet about to be unveiled would be standing testimony to the noble

of sacrifices any one could make and a symbol to our children and our children's children of what was done on their behalf by those who had gone before them. Mr. Jamieson then pulled aside the Union Jack covering the tablet and read the names of those inscribed thereon giving after each the place where they now rested, their graves "monuments to all the world of the price paid by many for its freedom."

The following are those whose names are inscribed:

Captain G. W. Bennett, 11th Yorkshire Regiment; died at Salonika.

2nd Lieut. J. B. Boyd, 3rd Gordon Highlanders; killed in France.

Sergeant W. F. Brewer, Canadian Contingent; killed in France

Lieut. T. Brotherton, 1st Canadian Machine Gun Corps; killed in France.

2nd Lieut. W. H. Butland, 2nd Durham Regiment; died of wounds in Flanders.

Lieut. L. A. Dufour (French), 403 R. Infantry Regiment; killed in France (many honors).

2nd Lieut. A. A. Macdonald, 4th Cameron Highlanders; killed in Flanders.

2nd Lieut. O. D. Reid, King Edward's Horse; drowned off the Irish Coast.

Private W. J. Smyth, 2nd Australian Contingent; killed at Gallipoli.

At 4:30 the cricket match was continued but the interval had apparently put both Cooper and Ollerdessen off their play for Cooper was out to Clifford without having scored and Ollerdessen soon followed him, being well held by Hayward out in the country after having picked up 23 in about fifteen minutes of batting.

The tail end of the homesters wagged very much, short runs being the order of the day. Manley Main, and the Ollerdessen brothers all did well, Main being high man of the quartette with 12 and Coco Ollerdessen second with 10. Bertie Ollerdessen kept his average up by getting 4 not out in pukka tip and-run style. Grimshaw and Clifford were the only successful bowlers of the four tried, the former taking 5 for 31 and the latter 3 for 46. Fielding on the part of the visitors was not of their best but considering it was a batsman's wicket and the light was very awkward mistakes can be forgiven.

C. E. M. Thomson, who had been called in at the eleventh hour to take the place of Wainwright who under a misunderstanding played for the S.C.C. in their match against the Parsee C. C., with Middleton faced Bhoora and C. Ollerdessen. Middleton was an easy mark, being retired l.b.w. to Bhoora before having scored. Thomson seemed to carry a horseshoe during his first two overs for he was missed twice at point and twice behind the sticks before he had scored. As soon though as he got his batting eye into place and had altered his guard things changed and his 48, the highest score of the match, was a well played innings and one in which he was only let off once after the times mentioned above.

When the score sheet had reached 30 Hayward was caught by Bertie Ollerdessen after having picked up 14. Willie Clifford and Thomson then continued to make things hum and after the score had reached 97, one of the finest stands seen this season on the cricket fields, Clifford was caught by Clark at cover, having compiled 32 in a good hard-hitting innings in which he gave Willis one chance in the slips, although it was a high one Willis missed it but in attempting it damaged his finger.

Tommie Pearson took Clifford's place but had the misfortune to play on to his wicket before he had made more that 2. This promising young player has a very much more free and easy style than his slightly older brother and seems to shape as if he would make a better player as years go on. Both are good in all three departments of the game.

Anderson succeeded Pearson and outlived Thomson who in trying to hit out was bowled by Bhoora with a very nice leg break. J. M. Pearson and Anderson carried on and passed the enemy's score by seven runs when it was decided that owing to the fastly failing light stumps would be drawn. Pearson had garnered 22 and Anderson 8 at the time of drawing. Capt. Monk did not have the pleasure of batting nor did Hansell, Barnes, the wicket keeper, and Grimshaw.

Fielding on the part of the homesters was passable, their cover, Willie Manley, being easily the best man on the field. Both Harry and Bertie Ollerdessen seem off color, Thomson having to thank the latter for his nicely selected 48. Of the wickets that fell, Bhoora and Coco Ollerdessen were the only ones able to lay claim to them, the former taking 4 for 38 and the latter 1 for 25.

The figures were:

S. R. C.

J. J. Ellis, b. Clifford	16
A. J. Willis, b. Grimshaw	28
A. V. White, l.b.w., b. Clifford	0
C. Bhoora, c. Monk, b. Grimshaw	8
H. B. Ollerdessen, c. Hayward, b. Clifford	28
A. J. Clark, b. Grimshaw	3
H. J. Cooper (Capt.), b. Clifford	0
W. T. Manley, b. Grimshaw	6
T. Main, c. J. Pearson, b. Grimshaw	12
C. E. Ollerdessen, c. Barnes, b. Clifford	10
A. P. Ollerdessen, not out	4
Extras	12
Total	127

Bowling Analysis

	O	M	R	W
W. Hansell	6	2	28	–
T. Pearson	4	2	11	–
W. Clifford	11	1	45	5
B. Grimshaw	9	1	31	5

Defence Forces

H. Middleton, l.b.w., b. Bhoora	0
C. E. M. Thomson, b. Bhoora	48
A. W. Hayward, c. A. F. Ollerdessen, b. C. Ollerdessen	14
W. C. G. Clifford, c. Clark, b. Bhoora	32
T. G. Pearson, b. Bhoora	2
W. E. Anderson, not out	8
J. M. Pearson, not out	22
W. J. Monk (Capt.), W. N. Hansell, E. G. Barnes and R. Grimshaw, did not bat	0
Extras	8
Total	134

Bowling Analysis

	O	M	R	W
C. Bhoora	16	4	38	4
C. Ollerdessen	11	4	25	1
W. Manley	3	–	14	–
A. Clark	5	1	15	–
T. Main	10	–	34	–

Club Wins From Parsees

The Shanghai Cricket Club and the Parsee Cricket Club had a very one-sided contest on the former club's ground yesterday afternoon.

The homesters, who easily walloped their opponents, had the very valuable assistance of Decks, both for wicket keeping and batting, and especially in the latter line he did well. 56 retired and 58 retired for C. Knight were the principal scores of note.

Daji for the visitors took 3 wickets for 44 runs.

R. Shroff, 22, E. Damri, 21, K. Sarkari, 14, and H. Viccajee, 13, were the principal scorers for the visitors but their efforts were not sufficient and the Parsees had to admit defeat to the tune of 54 runs, and three wickets to spare.

Wainwright and Tribe bowled well for the homesters, taking 4 wickets apiece at a cost of 20 and 19 runs respectively.

The figures:

Parsee C. C.

M. Daji, b. Wainwright	0
R. Ragi (Capt.), c. Decks, b. Wainwright	2
E. Damri, st. Decks, b. Wainwright	21
H. Viccajee, c. Langley, b. Wainwright	13
R. Shroff, c. sub., b. Tribe	22
J. Shroff, b. Knight	2
C. Sethna, c. Wainwright, b. Tribe	0
K. Sarkari, b. Tribe	14
H. Tata, b. Knight	0
H. Khambatti, st. Decks, b. Tribe	10
H. Eduljee, not out	0
Extras	1
Total	85

Bowling Analysis

	O	M	R	W
F. Wainwright	7	1	20	4
W. Read	4	–	18	–
C. Knight	7	1	27	2
K. Tribe	4.3	–	19	4

S. C. C.

F. Wainwright, c. Ragi, b. Daji	2
D. Yates, b. Daji	4
W. Read, b. R. Shroff	2
C. Knight, retired	58
K. Tribe, b. Ragi	3
S. Decks (Capt.), retired	56
H. Langley, c. Vicajee, b. Daji	3
Tweedlie, not out	4
E. C. Norman, E. W. Stagg and A. U. Other, did not bat	0
Extras	6
Total	139

Bowling Analysis

	O	M	R	W
R. Shroff	10	1	41	1
M. Daji	8	–	44	3
R. Ragi	4	–	20	1
C. Sethna	3	–	15	–
J. Shroff	1	–	13	–

Customs Beat Navy

The Customs C. C. and the Navy C. C. clashed on the Police Ground yesterday, the former winning by 54 runs to 38. Ogden, Heron and Hicks were the only three in the match to reach double figures. Ogden again did well with the ball taking 6 wickets for 11 runs.

C. R. C.

D. W. Heron, c. Parry, b. Lee	16
W. Nash, c. and b. Moore	1
H. E. Wray, b. Moore	0
A. P. Hicks, l.b.w., b. Burring	15
R. M. Ogden, b. Burring	16
F. Mellows, not out	2
R. Burke-Close, c. and b. Lee	0
P. McMahon, b. Lee	0
W. Jenkins, c. Skinner, b. Lee	3
E. Clough, c. Roberts, b. Moore	0
S. Dialow, c. Havlewood, b. Moore	0
Extras	1
Total	54

Bowling Analysis

	O	M	R	W
Skinner	4	0	13	0
Moore	6	1	11	4
Burring	3	1	7	2
Lee	6	1	22	4

Navy

H. Turner, l.b.w., b. Ogden	7
W. Skinner, b. Nash	0
G. Lee, b. Ogden	5
F. Moore, st. Nash	4
E. Johnson, b. Ogden	1
F. Froggatt, b. Nash	4
R. Hodge, c. McMahon, b. Ogden	0
G. Haylewood, st. Ogden	4
G. Parry, c. Ogden, b. Nash	5
F. Roberts, st. Ogden	1
W. Burring, not out	2
Extras	5
Total	38

Bowling Analysis

	O	M	R	W
W. Nash	9	3	22	4
R. M. Ogden	8	3	11	6

Hankow "Probables"

The following members of the Shanghai Cricket Club have been selected as "Probables" for the Club's meeting at Hankow with an eleven representing Hankow sometime during next month. All on this list are asked to turn out every Monday, Tuesday and Thursday for practice. A final selection of the team to proceed to Hankow will be made later.

Messrs. E. G. Barnes, D. H. Cooke, W. C. G. Clifford, C. R. S. Cooper, S. J. Decks, R. Grimshaw, A. H. Leslie, E. G. B. Lover, H. Middleton, T. C. G. Pearson, J. M. Pearson, E. W. Stagg, C. E. M. Thomson, H. H. Morriss, K. W. Tribe.

Navy Team Held To One Lone Hit

(Continued from Page 2)

result didn't detract from the fun. The game was scheduled for today, but the kids found at the eleventh hour that they could not be on deck this afternoon and so the plans were switched.

The kids had first rap and hung up a goose-egg though Misilis, first up, drew a pass and stole second, his demise taking place at third when Si Zee, the demon south-paw backstop for the victors, nonchalantly shot the ball down to the far sack with a sidewheel delivery that absolutely ruined what looked like another stolen base.

The coolies started off with a bang in their half. King Foo walked and got around to third while Lee Shang was being thrown out by pitcher Tuttleman. Kwang Ning rapped out a single that scored the first run. Kwang also scored and so did Si Zee and in the next inning, after the kids had pushed a run across in their half, the coolies reopened the offensive and gave the kids infield the time of its young life. They rapped the ball with an enthusiasm which ran the figures on the scoreboard up to a total of 10 before the side retired. They skimmed around the bases with a gay abandon which was at the same time delightfully modified with baseball instinct. A couple of two-baggers were interpolated among the seven hits accumulated in this round, which session was run off to the accompaniment of volleys of "yattaboy!" by the entire junior coolie corps of the Recreation Grounds, who registered the ultimate in ecstacy throughout the contest.

The coolies added a trio more of runs in the next frame and Fong Kow, who operated at second base, won undying fame by walloping the pellet clear to the right-field edge of the race course, for three clear bases. He might have gone down into history as the compiler of a home-run if he hadn't paused at first to admire his handiwork.

The kids took a brace in the fourth and last inning, pushing over two tallies, but the rally came too late and the coolies trotted off the field to receive congratulations from an admiring multitude.

The Coolies

	AB	R	H	TB	PO	A	E
King Foo, 1b	2	1	0	0	5	0	2
Lao Shong, cf	2	1	0	0	0	0	0
Kwang Ning, 3b	3	3	1	1	1	3	3
Si Zee, c	3	3	0	0	4	1	0
Fong Kow, lf	3	2	1	3	0	0	0
Chong Foh, ss	3	1	2	2	0	1	1
Lee Foo, 2b	2	1	1	2	2	1	0
Zang Lay, p	3	0	1	1	0	1	0
Chong Zee, rf	3	1	1	2	0	1	0
Totals	23	13	7	11	12	7	6

	AB	R	H	TB	PO	A	E
Y. M. S. C.							
A. Misilis, p, ss	1	0	1	1	0	1	0
Komaroff, c	2	0	0	0	4	0	2
Abrahams, 3b	2	1	0	0	0	0	0
Fuxman, 1b	2	1	0	0	2	0	2
Tuttelman, ss, p	1	0	0	0	0	4	0
Ozorio, 2b	2	0	0	0	1	0	1
W. Misilis, rf	2	0	0	0	0	2	0
Cohen, lf	2	0	1	1	0	0	1
Whiteman, cf	2	0	0	0	1	0	0
Totals	16	2	2	2	9	7	7

Earned runs—Coolies, 5. Three base hit—Fong Kow. Two base hits—Chong Zee, Lee Foo. Hit by pitcher—Lee Foo. Left on bases—Coolies, 5; Y. M. S. C., 3. First base on errors—Coolies, 4; Y. M. S. C., 3. Struck out—by Zong Lay, 4; by Tuttleman, 3. Umpire—Bush.

Competition Is Keen In Rifle Championship

People are showing little disposition to spot the winner in the forthcoming Shanghai Championship with British 303 Rifle. All the "A1" and "A" classes and a couple of "B" class shots of the Shanghai Rifle Association have to receive careful consideration, but there is very little to choose between them.

Many fancy Rose, winner of two Challenge Cups in succession, and many S.R.A. monthly competitions. He also won the Championship in 1917, but in making the selection W. E. Sauer, Thomson, Collaco, Lancaster, Luthy, Hykes will score heavily.

Dr. Ransom and Collaco both won the Championship, the former in 1915 and the latter last year. C. Luthy, with a couple of practices at the long ranges, will be a good contender for the title. Lancaster and Hykes both are very reliable.

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Shanghai Rifle Association

Entries for the Benevolent Fund Shield competition closed yesterday at noon with thirty members of the Defense Forces registered, representing the Maritime Co., 7; American Co., 6; Japanese Co., 5; Reserves, 5; Shanghai Scottish, 2; S. M. P., 2; Chinese Co., 2; Machine Gun Co., S. V. C. staff, Italian Co. "B" Co. British, Customs and Swiss Rifle Club one each.

The entrants are.

"A" 1 class: Collaco, A. M., Lancaster, W. O., Rose, W. T., Snape, F. W., Sauer, W. E.

"A" class: Bonichi, F., Ito, R. I., Kodaira, H., Mills, C., Thomson, C. E. M., Wilner, R. F.

"B" class: Chow, C. E., Chen, K. D., Jensen, G. V., Kunert, E., Lambert, H. W., Mottu, A. L., Robinson, E., Smith, F. T., Willder, G. H.

"C" class: Dawson, H. W., Grant, C. P., Goldsmith, A. S., Forsyth, W. J. E.

"D" class: Bartolini, J., Barnes, H. J., Evans, J., Fukuchi, Z., Kajiwara, D., Kojima, M., Mitchell, T. W., Rebsamen, J., Simon, J. J., Tobias, H., Tsunoda, K.

Allowances—"A" class will receive an allowance of 2 points; "B" class 4, "C" class 6 and "D" class 8 points respectively. Range 200 yards; 1 sig. and fifteen scoring shots.

The Secretary of the Association announces that up to yesterday he has received entries for the following competitions:

Arethusa Cup: F. W. Snape, C. E. M. Thomson, F. Bonichi, W. T. Rose, H. W. Lambert and W. E. Sauer.

N. R. A. Medal: F. Bonichi, F. W. Snape, G. H. Wilder, W. T. Rose, H. W. Lambert, W. E. Sauer and E. Kunert.

Shanghai 303 Championship: C. E. M. Thomson, F. Bonichi, G. H. Willder, W. T. Rose, H. W. Lambert and W. E. Sauer.

RACES SEPTEMBER 20

The International Recreation Club's 56th race meeting will be held at Kiangwan September 20 when a nine-race card will be run off.

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SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

SHANGHAI LOCAL TIME IS ONE HOUR AHEAD OF RAILWAY TIME

SHANGHAI NORTH TO ZAHKOU—"DOWN" (MAIN LINE)

STATIONS	Local	Fast R	Slow	Coolie & Goods	Local	Express R	Local	Local	Night Express R
Shanghai North dep.	....	7.35	9.00	10.00	....	14.50	15.50	....	19.15
Jessfield dep.	....	7.51	9.16	10.23	....	15.06	16.06	....	19.30
Success dep.	....	7.58	9.23	10.38	....	15.13	16.13	....	19.36
Lunghwa Junction dep.	....	8.15	9.40	10.53	....	15.30	16.29	....	19.5
Shanghai South dep.	....	*7.45*	*9.10*	*10.20*	*13.35*	*15.00*	*16.00*	*17.58*	*19.20*
Lunghwa Junction arr.	....	*8.15*	*9.40*	*10.53*	*13.52*	*15.30*	*16.29*	*18.12*	*19.50*
Soochiang dep.	....	8.59	10.48	12.02	....	16.07	17.42	....	20.2
Kashi dep.	....	9.51	11.52	13.28	....	16.53	18.49	....	21.2
Kashing dep.	7.40	10.25	12.30	14.35	....	17.22	19.20	....	21.5
Yahtih dep.	8.45	11.05	13.15	15.50	....	17.53	....	....	22.2
Changan dep.	9.45	11.41	14.00	16.50	....	18.24	....	....	22.5
Hangchow dep.	11.10	12.50	15.25	18.40	....	19.19	....	....	23.4
Zahkou arr.	11.35	13.10	15.50	19.10	....	19.35	....	....	24.00

STATIONS	Local	Local	Fast R	Slow	Local	Coolie and Goods	Express R	Local	Night Express R
Zahkou dep	....	....	6.20	7.55	....	9.20	14.10	15.30	17.50
Hangchow dep.	....	....	7.00	8.30	....	10.00	14.35	16.05	18.15
Changan dep.	....	....	8.04	9.48	....	11.40	15.20	17.36	19.03
Yahtih dep.	....	....	8.41	10.31	....	12.39	15.51	18.40	19.35
Kashing dep.	....	7.15	9.28	11.22	....	14.10	16.30	19.30	20.15
Kashi dep.	....	7.48	9.59	11.55	....	14.48	16.52	....	20.33
Soochiang dep.	....	9.05	10.47	12.59	....	16.08	17.40	....	21.36
Lunghwa Junction dep.	*8.15*	*10.28*	*11.36*	*14.06*	*15.32*	*17.23*	*18.33*	....	*22.33*
Shanghai South arr.	*8.35*	*10.55*	*11.55*	*14.25*	*15.50*	*17.40*	*18.40*	....	*22.40*
Lunghwa Junction dep.	....	10.20	11.36	14.06	....	17.18	18.20	....	22.17
Success dep.	....	10.29	11.44	14.14	....	17.28	18.29	....	22.25
Jessfield dep.	....	10.46	11.51	14.21	....	17.37	18.36	....	22.31
Shanghai North arr.	....	11.00	12.05	14.35	....	17.55	18.5	....	22.45

) KONZENCHIAO TO ZAHKOU (KIANGSHOO BRANCH LINE) ZAHKOU TO KONZENCHIAO

Konzenchiao....	dep.	6.50	8.25	11.25	14.00	15.55	17.30	23.00	Zahkou.....	dep.	....	10.10	12.25	....	....	18.40	....
Kenshangmun..	dep.	7.10	8.50	11.40	14.15	16.15	17.45	23.15	Hangchow....	dep.	7.30	10.30	12.45	14.55	16.40	19.15	23.40
Hangchow.....	dep.	7.20	9.15	11.52	14.24	16.25	18.07	23.25	Kenshangmun	dep.	7.42	10.57	12.57	16.12	16.52	19.27	23.52
Zahkou.....	arr.	....	9.40	12.10	....	....	18.25	....	Konzenchiao..	arr.	7.55	11.10	13.10	15.25	17.05	19.40	0.05

R. Restaurant Car.

Little Jimmy

1. "MOTHER I WANT YOU TO HEAR START OF MY RECEPTION SPEECH TO OUR HOMECOMING SOLDIER BOYS. MAYBE YOU CAN ADVISE SOME CHANGE. I'LL REHEARSE IT RIGHT NOW." "YOU MUST HURRY. I'M GOING TO THE DEPOT WITH YOU AND I'M NOT HALF READY."

2. "WHEN THE CAUSE OF DEMOCRACY TREMBLED IN THE BALANCE. WHO WAS IT I ASK THAT BY VIRTUE OF MIGHTY RESOLVE AND UNDAUNTED BRAVERY TURNED THE EBBING TIDE OF DEFEAT INTO A MIGHTY WAVE OF VICTORY? NONE OTHER THAN YOU, MY NOBLE AND GLORIOUS TOWNSMEN WHO TO-DAY RETURN TO —" ZIP

3. "HEAVENS! I CAN NEVER MEND THIS. YOU'VE SIMPLY GOT TO SEND IT TO THE TAILOR!"

4. "JIMMY, RUN AS YOU NEVER RAN BEFORE TO THE TAILORS WITH THIS COAT AND TELL HIM TO MEND IT. TELL HIM I'VE GOT TO HAVE IT BACK IMMEDIATELY AS I'VE GOT TO MAKE THE SPEECH OF WELCOME TO OUR HOMECOMING SOLDIERS AND THEIR TRAIN IS NEARLY DUE NOW!"

5. "YOUR PAPAS COAT ISS READY NOW. HURRY MIT IT! I GO NOW MYSELF TO HEAR HIM SPEECH!"

6. "HEY JIM! 'DICER' AN HIS DOG IS GOINTA MEET THEIR HE'S THE HO SOLG" "GEE JIM! HUR DOWN WIT' US M'EET D' SOLG YULL BE ARR IF YUH AIN'T"

"HEY JIM! C'MON. I'LL GIVE YUH ONE O' MY FLOWERS!" "HEY JIM! LOOKUT WHAT I GOT TO GIVE UM!"

7. "HOORAY FER OUR BOYS!" "HOORAY!" WHEE "HERE THEY COME!" TOOT TOOT "HOORAY!" "GIT OFF THAT STAND! IT'S FER TH' SPEAKER!"

8. and in the mean time "COME FATHER I HEAR THE WHISTLES!" "THERE'S NO COAT HERE BUT THIS ONE!"

9. "FATHER YOU'RE A SIGHT!"

"HE CAUSE OF ...Y TREMBLED ...LANCE - WHO —" "SUCH CLOTHES! SHAME!" "THAT'S A FINE OUTFIT TO MAKE AN IMPORTANT SPEECH IN!" "I FINISH YOUR COAT, VARE IT ISS. MISDER THOMPSON?" "WHAT DID YOU THINK THIS WAS? A GOLF TEA?" M.P.

11. "—WAS IT I ASK THAT BY VIRTUE OF MIGHTY RESOLVE AND — JIMMY! COME HERE!" "WHAT'S OLE MASCOT EATIN'?" "LOOKS LIKE A COAT" "WITH THE COMPLIMENTS OF OUR CITY!" "IN DER COAT DERE ISS DER COAT!" MASCOT COMPY G

...AT ...ONE!" "YAAA! CHOPPITOUT!" "HALT! FINISH YOUR SPEECH! I CAN'T SPEND MUCH MORE TIME HERE I'VE GOT TO GET MY MEN TO THE CAMP!" "OOH, PAPA! LOOK WHAT THE SOGERS GIVE ME!"

13. "PAPA YOU'VE GOT TO ACKNOWLEDGE THAT WHEN YOU TOLD THE SOLDIERS THE STORY OF JIMMY AND YOUR COAT, IT MADE A BIGGER HIT THAN YOUR SPEECH WOULD HAVE DONE!!" SWINNERTON